



# messing about in **BOATS**

**Special Features This Issue**  
"A Life on Lake Okeechobee"  
"Messers Everywhere" - "Making a Canoe Paddle"

Volume 22 - Number 17

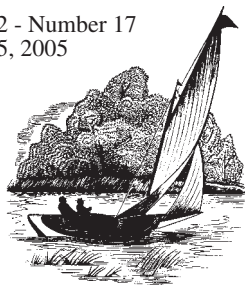
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## On the Cover...

After long time subscriber and occasional contributor Bob Hawk passed away in 1998, his widow Barbara decided to continue to spend her winter months at their trailer on Florida's Lake Okeechobee where they had shared many winters messing about. With an assist from her daughter Mary Nell, Barbara tells us in this issue something of what her life afloat has become now that she no longer can share it with her husband.

## Commentary...

Bob Hicks, Editor



While I was putting this issue together with the feature story from Barbara Hawk on her life as a small boat widow giving us some insight into that rather unique aspect of women being active in this game of ours, a letter arrived from reader James Broten with a photo of his mother, her sister, and aunt rowing about in 1912. James had the following to say about the photo:

"This photo shows some messing about in a boat in 1912 on Lake Minnetonka in Minnesota. My mother, Dorothy Cuzner, is in the bow, her sister Fay is at the oars, and their Aunt Harriet Fruen in is the stem. For a description of the girls' chaperoned outing, see the internet at <http://www.crossmyl.com/hc/gen/mfbdairy.html> and go to the journal entries for August 12th to 25th."

Well, it too would have made a really nice cover photo, but I had to make a choice so I opted to go with Barbara's as her story is featured, carrying on from a number of bygone stories we published from her husband, Bob. But I wanted to include the 1912 photo so here it is. What a neat scene!



While women do appear from time to time on our pages in articles, or sometimes write the articles (Chris Kaiser's "Window on the Water" is a current example), the way we mess about in boats does appear to be rather heavily weighted in the male direction. I don't have any idea why this is so, but in the close to 30 years now that I have been messing about in boats, while a number of women have been involved, they were not nearly so in the numbers that men appeared on my scene (or on our pages once I started publication).

In the consumer boating press women seem to appear more often as part of the consumption activity, they are presented sailing

or motoring around with husbands or boy-friends, often making boating a family activity, sort of like family camping afloat. Many are out seriously racing under sail. Women indeed are sometimes editors of these magazines. But in our focus on do-it-yourself sorts of small boating they appear less frequently, perhaps not so attracted (obsessed?) with the do-it-yourself activities of our male readership.

The presence of women in the boating lives of some male boat nuts appears in remarks about how they are lucky that their wives put up with their boating, or more limiting, how they have to get permission to mess about with their boats rather than spend their discretionary time working on the "honey dos." In my own now 52 years of married life, I have been enthusiastically supported by Jane through 30 years of motorcycling and close to 30 years now of boating (there were some overlapping years). She not only supported these obsessions of mine but also participated in them.

Viewing James Broten's period photo of his mother as a young woman out rowing reminded me of a somewhat similar photo I have of my own mother in her young single woman days (in the 1920s) pulling on oars. She never spoke of it, even when she spent a number of years riding around Lakes Winnepesaukee and Sunapee in New Hampshire in my dad's late in life Century inboard motorboats. What struck me about it was that she never learned to swim and had a somewhat morbid fear of deep water that got instilled into us as kids, I'm afraid. She didn't look too worried in the photo. Perhaps it was the salutary effect of messing about in boats?





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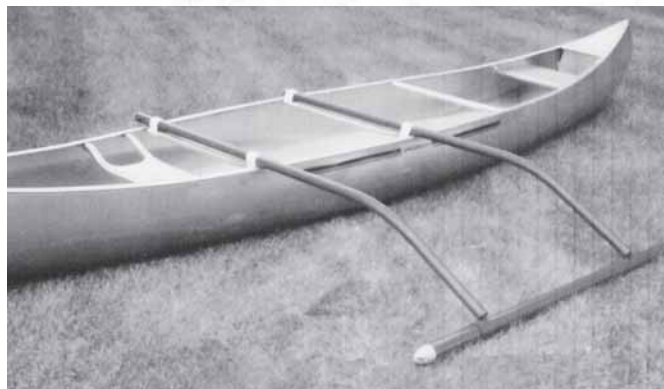
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# You write to us about...

## Opinions...

### Some Changes are Necessary

This is going to be a tirade, so hold on. Your editorial in the December 1, 2004 issue really grabbed me wrong. It issued a challenge to me! Quote: "A recent non-renewal offered as one reason for not renewing, 'Too much Robb White!'" That was a first." Well, I certainly agree with the disgruntled ex-subscriber. I can't stand to read his junk either.

I used to give subscriptions of *MAIB* to my grandchildren and friends. I can't anymore due to Robb White's, and other's, language and style of writing. I have wanted to let you know for some years but it is too inconvenient to correspond with you since you refuse to use e-mail. However, your comments on Robb White forces me to put my thoughts on paper.

I hate Robb White's articles. They are pointless, tasteless, and never get to the point. They are useless for trying to learn anything. They use language that should be edited out in a family magazine. I once read his stuff all through. Not anymore! Now when I see his name I usually turn the page and grumble. Sometimes I read the first sentence on each of the first paragraphs, then continue on to something else. I have shared my thoughts with several people I know about Robb White and they feel the same way.

I have subscribed to *MAIB* for many years but have not found it convenient (due to no e-mail) to give you my thoughts on its content. I will with this letter. I'll pick a recent issue, the November 15, 2004 issue. Here goes:

Cover: Excellent.

Commentary: OK.

You Write Us About: I am totally not interested in Norumbega Wooden Canoe Association, Newf Safe Haven Project, nor Seth Persson Boat Builders.

Book Review: Never read.

Window on the Water: Never read anymore.

Scotia On My Mind: Part I uninteresting and it looks like we have several more coming.

Baja Survey: Great read, I like Jim Thayer's writing.

Kayaker in the Dark: Very uninteresting! And look at the following language pollution you didn't edit out: "damn rocks," "my ass off," "hell," "crap," "goddamned," and "dammit," a primary reason I'll not re-subscribe for my grandkids! I don't use that language and expect it to be edited out in a family magazine.

Bimbo Island: Robb White, a stupid article!

2004 at the Mystic Boathouse: Uninteresting, save this for *WoodenBoat* magazine.

Three Rooker's Roundup: Good article.

Weston Farmers Assassin: OK, I didn't read it all.

A Quasi Half Model: Didn't read.

Magnificent Schooners: Didn't read.

What Makes Them Go Fast?: Ho hum but OK.

Bird Dog Net Boat: Robb White, what's the point? Not interesting.

Bolger on Design: OK, but getting tired of Bolger's old designs.

The Bahama Moor Revisited: Another Robb White article, skimmed a little and turned the page.

Budget Sailing for the Impecunious: What's that? OK I guess.

That's it for November 15. In the December 1 issue is the occasional column "Beyond The Horizon." I fail to see how this concerns, or is of interest to, messabouts. Also, a couple pages on the Dispro would have been plenty.

Something about me. I am a retired engineer. I have worked in the shipbuilding, manufacturing, oil, and chemical businesses. I started messing about in boats during the 1940s near Lake Charles, Louisiana. I built my first two boats in the 1950s. I started sailing with a Sea Scout Ship in the 1950s so I have been sailing and building boats for 50 years. As an adult I started sailing again in the late 1960s on Clear Lake near Houston, Texas. I moved back to Louisiana in 1974 and have been here since.

I have built several dozen wooden boats since moving back to Lake Charles. We can build and messabout all year here. The largest boats I have built were the 24' Skimmer, Cat Ketch, and the PocketCat 18, which was previewed in *MAIB*. Mostly my projects are small pirogues, canoes, kayaks, and other small stitch-and-glue boats, both power and sail. My current project is a Glen-L Fife. I have wished to send you construction articles but wind up sending them to Duckworks Magazine because they accept e-mail. They have published several of my articles. I built boat number 2 of the Puddle Duck Racer Class this year and raced it in the national race series. I am the National Champion in that new class. Shorty advertises the plans in *MAIB*.

I attend the messabouts in Louisiana and Texas and host a messabout here in conjunction with the Lake Charles Yacht Club. I also attend the Madisonville Wooden Boat Festival when possible. I have taught boatbuilding classes locally for the yacht club and at a local high school. I used to subscribe to *WoodenBoat* magazine but dropped it because it was no longer interesting to a messabout. I currently subscribe to *Boatbuilder* and *Small Craft Adviser* as well as *MAIB*.

Well, Bob, please excuse the tirade, but this has been on my mind for a while. I plan to renew my subscription to *MAIB* when it is due because I appreciate your magazine. I do think some changes are necessary, though, before I give gift subscriptions.

Ken Abrahams, Lake Charles, LA

**Editor Comments:** Ken's letter does not persuade me that any changes are necessary. Judging from how little he found of interest in that November 15 issue, and in view of his long and productive history of boatbuilding, I think that *Boatbuilder* would be the most rewarding reading for him.

### Very Disappointed

I was very disappointed to read in the December 1 issue that a reader would not renew because of "too much" of Robb White's writing. I find good information in Robb's well-informed articles. If it wasn't for my contacting Robb after reading his article in *WoodenBoat* on shrimping, I would never have come to enjoy reading *MAIB*. Robb was kind enough to send me your address, thanks again, Robb. And keep up your good writing on whatever topics.

Bob Simon, State Farm, VA

### A Nod to Bailey and Heartfelt Thanks to Mama

Robb White fans in the *MAIB* family who have never heard one of Bailey White's recorded essays on National Public Radio don't know the whole story. Some years ago when the U.S. in general, and NPR in particular, were a lot more fun, NPR's "All Things Considered" used to run from time to time recorded essays which they called "Commentaries" by Bailey White.

Bailey's voice was gentle, rich with the tones and patterns that marked the best of the Old South. It was a voice that might have been right at home reading the news from the Ladies' Cemetery Decorating and Flag Folding Society on some small town radio station, and often her essays would seem, as they commenced, to be almost that bland. Something always changed the rhythm though, often in the person of "Mama," obviously a woman of considerable wit and character, and it wasn't long before I learned to turn up the volume at the first words Bailey spoke in her butter soft voice.

In the same way I learned to turn to Robb White's essays in *MAIB* with happy anticipation, but it took me a long time to make the connection. Even when Robb mentioned "Mama," I still didn't get it. He even wrote of "my sister" and I read on obliviously. Then in one story he referred to "Bailey." I'm slow but I have not yet clanked to a dead halt and suddenly I saw the whole picture.

So, dear readers, when you say to yourself that you're glad Robb White is writing for *MAIB*, give a silent nod to Bailey White as well as a heartfelt thanks to Mama.

Cap'n Jeff McFadden, Richmond, MO

### About Boat Speed

I read Mississippi Bob's article on boat speed with some interest. I don't have Bob's commitment to racing, but I have aided, abetted, and, yes, even enabled paddlers of like mind in helping design and, in some cases, build canoes for the Texas Water Safari (World's Toughest Boat Race). Based on this experience, I'd like to make a few comments.

First, there has never been a boat that won a canoe race. Paddlers win races. A really good boat will help the paddler, but it's the guy putting the blade in the water who wins.

Second, listen carefully to anything John Winters says, the man understands the boats we are obsessed with at a very fundamental level.

Random thoughts on rocker. For some time now I've used a little shareware program by Leo Lazauskas called Mitchlett to analyze and predict drag of racing canoes and other



vessels. Mitchlett has an optimization routine that selects the best hull given certain criteria: re: displacement, speed, hull shape, water depth, viscosity, etc., etc., 32,000 hulls per simulation. It only takes around 30 runs to be able to say the "after almost a million computer simulations" baloney, but it's a beginning.

Some things do become apparent or at least predictable. At a given displacement and minimum beam the hull with the least drag at a given speed(s) will be (a) longer than you'd have thought, (b) have a prismatic coefficient of 0.5 or less (very fine ends), and (c) the rocker will sweep up to be coming out of the water at both ends. As soon as a maximum length is specified it becomes a matter of cutting off those sweeping ends, leaving the flatter midsection of the keel and a higher prismatic, but never a straight line.

Finally, its instructive to watch a Safari canoe come around a bend in the river, six double blades flashing in perfect unison, well over a thousand pounds travelling at eight or more miles an hour. It is hard to make out what wake there is if the wind ruffles the water just right. I just love it.

Milton "Skip" Johnson, Cypress, TX

#### Appreciation for Howard Chapelle

I continue to enjoy *MAIB* very much and look forward to Robb White and Phil Bolger in each issue.

Of special interest to me during this past year was the article by Sharon Brown on John Gardner's series on the inshore fishing boats. Gardner's kind words for Howard Chapelle were much appreciated, as Chapelle has been much abused by the traditional boating revisionists in recent years. I knew Howard when he was at the Smithsonian and, believe me, what is in his books is just the tip of the iceberg.

George Ellis, Rockville, MD

#### Enjoys Being Free

It is with a great deal of pleasure that I send two gift subscriptions to two boating friends. *MAIB* is my favorite magazine and a great bargain.

I spend a lot of work time staring at a computer and I enjoy being free of it when not at work. Same goes for the phone. I empathize with your work at home situation. Keep on putting out this great magazine.

Tom Romaine, New Ulm, MN

#### A Bag of Knots

It seems I may have opened a can of worms, or maybe it was a bag of knots, with my article a year ago (January 1, 2003). I have rather enjoyed the various reactions and alternative knots noted in many of your issues since then, and learned a few things as well. However, Jim Thayer's letter in the December 1, 2004 issue has finally moved me to respond. Here we go, point by point.

First, I said in the article that the knot I described was a modified version of a trucker's hitch. Yes, it is not a trucker's hitch, and maybe even this claim was too much for some, but it functions the same. I go for function over purity here and what else would you call it, anyway? Oops, I should not have asked that.

Next, most folks feel that the overhand knot used to make the "pulley" loop would be difficult to untie. It sure is. Fifteen years ago I attached one end of my tie down line to the car top rack using a bowline, placing it such that it would not slip off when I removed the rack from the car. On the other end, placing it right where I wanted it to secure the canoe, I tied that "pulley loop" using an overhand knot. Did it on both racks. I have never untied those knots and don't plan to anytime soon. When it comes time for an outing, I slap the racks on the van, gently place the canoe, and secure it with those ropes. It is fast, easy, always right, and I believe it to be more secure than one of those knots that you have to remember how to do, and maybe re-do. I just go for fast, easy, and secure.

Finally, securing the line with two half hitches, maybe three if there is a lot of end flapping in the wind, has kept that canoe in place, never even loosening any, in all those years. As to using only one half hitch, that is a lot like one hand clapping.

By the way, all those beautifully described easy untie knots would be great for things such as the ridge line on a lean-to tarp. They might even be good for securing a load on a truck!

Your magazine is a gem. Where else could we pursue such nonsense so seriously? At the same time we all have the opportunity to take part in real adventures and boat building projects, at least in our imagination. What we read about, most of the time, could be any of us, and that is possibly the best part.

Hugh Groth, Richfield, OH

#### Projects...

##### My Little Boatyard

Greetings from northern Michigan. Here is my little boatyard, 1960 Lyman and an oyster sloop on trailers. In the garage are a Pygmy kayak, a Daisy Mae canoe (Tom Hill design), and a Whisp. All wood, of course.

Phil Joseph, Onekama, MI



##### Interested in Houseboats

I have built two boats, Sweet Pea by Bolger and Beach Pea by Hylan, and a Penobscot is planked in my garage. Recently someone told me about a trip he made on the Erie Canal in a rented houseboat. This caught my fancy as I just retired a year ago.

Looking through some back issues of *MAIB* I came across the stories by Tim O'Brien about his adventures in his mini houseboat *Shoebox*. He seemed to be having more fun than the people who have large yachts. I wonder if he made more voyages as he said that he had some planned? His de-

sign looks like a suitable travel trailer, canal, or lake boat.

I wonder if Phil Bolger has anything like this? In the August 1, 2002 issue, "Alewife" looks like a good candidate for a houseboat hull.

Joseph Snow, 7 Hayes Rd., Alton, NH 03809

#### Keeping Busy in Retirement

I built one of Danny Green's nesting boats and have enjoyed rowing, sailing, and motoring it in the Florida and New York areas. I am a retired member of the merchant marine and now crew on a racing Ensign at Nyack, New York.

Herbert Guthrie, Westwood, NJ

#### This Magazine...

##### Thank You for "We Built It Ourselves" Recognition

Thank you for including the "We Built It Ourselves" participants at the Newport Wooden Boat Show in your report. It was a nice surprise to see my *Juby* Shellback dinghy on your pages.

There is a lot of work that goes into preparing a boat for a show. And in my case I transported mine from North Carolina to Newport and back. It was all worth it as I enjoyed meeting the public, showing my boat, and enjoying the camaraderie of other wooden boat nuts.

But the icing on my cake was your magazine recognizing our efforts.

George Weinbrenner, Raleigh, NC

##### Good Job

I've been a subscriber since the '80s and I think I have saved all the issues. I would like to get them bound some time.

I thought I'd like to take this opportunity to comment: Good Job! As others have commented, *MAIB* is the only magazine I usually read cover to cover.

I especially like Hugh Ware's "Beyond the Horizon." He must have read dozens of publications to come up with his interesting collection of maritime highlights.

Jim Glitz, Enfield, CT

**Editor Comments:** I believe Hugh gets his material off the internet.

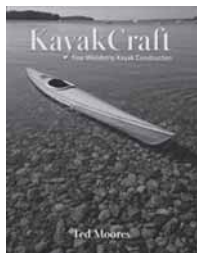
##### How About?

Great magazine. How about some articles on hardware, oar locks, anchors, blocks and pulleys, cleats, beer holders, canvas bags, bailers, bilge pumps, cannons, miscellaneous motors, lawnmower motors, Briggs & Stratton, etc.?

Good work guys, look forward to a great year.

Don Jiske, Lake Elmo, MN

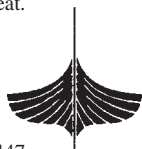
**Editor Comments:** Articles on specific subjects like these depend upon someone submitting them, I am busy enough turning out the magazine twice a month and have no time to pursue the research involved in writing them. Most such information is readily available in books published by such as International Marine Publishing.



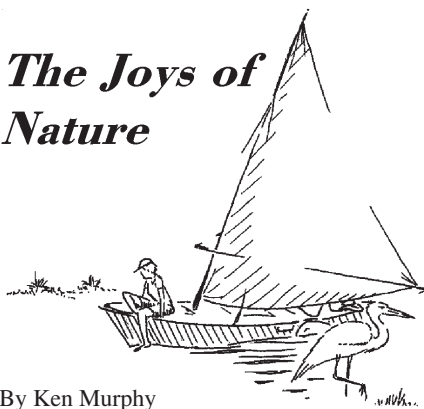
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## The Joys of Nature



By Ken Murphy

## Tidal Flats



The messabout boater can use an attitude change when it comes to tidal flats. To many, these expanses of sand and mud are repulsive. Of course, it only takes one experience with the black, oily mud of Long Island Sound to give you a negative mindset, when your nice clean, white deck shoes become a stained mess and may very well get sucked right off your feet as you sink calf deep into the stinking stuff. But let's attempt to remove such experiences from our heads and come with me into the lively world of the flats.

You folk along the New England coast can boast of vast expanses of tidal flats with your tide swings of 15' or more. What treasures have you found at low tide? Of course, the truly important treasures lie hidden just below the mud's surface where the creatures of the flats hide from the ever present and hungry shorebirds. Clams, small crabs, and worms of many descriptions are the common resi-

dents. The reason for the presence of the astounding numbers of these burrowing animals is the decomposing plant and animal materials that provide a rich source of nutrients. These materials are processed first by bacteria and microscopic animals and then by the busy worms that swallow the sediments, digest the edible material, and excrete the indigestible mud and sand. The mud protects its creatures from the predators stalking the waters above and also buffers them from changes in both temperature and the ebb and flow of the tidal waters.

The creatures of the tidal flat, in turn, serve as the food base for fish and birds. In a recent winter trip to the Eastern Shore of Maryland, I witnessed tundra swans that just arrived from a 3000-mile flight from the northern shores of Alaska and Canada feeding along the tidal flats and shallow waters of the Eastern Neck National Wildlife Refuge. I wonder, without the food these places provide, would such birds continue to exist?

One way of getting intimate with tidal flats is to purposely anchor in a spot you know will dry out. The accompanying photo was taken by Walter Elliott from his Dovekie, *Pintail*, while anchored partway up the Penobscot River, Maine. Once you have settled on the bottom (of course, you want to avoid rocky bottoms) you can pop out for a little walk. Check the mud for signs of life such as crab holes, the little pools for fish, and generally enjoy yourself. I've only done this once and it was not intentional. I had anchored my Bay Hen in the upper Chester River on the Eastern Shore of Maryland. I was in about a foot or so of water and was surprised to see land approaching from all four compass directions. I watched in fascination as little streamlets carried the water from under me. Soon I was high and dry. I figured the next low tide would occur before sunrise the next morning and planned to take a look around for any animals on the flats. Sure enough, before dawn and with a strong flashlight I found a raccoon digging a dozen yards from the boat. In the morning he was gone but his footprints remained. Again I watched with fascination as each little depression in the mud refilled with water. With surprising rapidity the mud flats disappeared and my boat lifted off and turned into the wind.

After that one experience I am even more aware of the pulse of the tide and of the creatures whose lives are so intimately connected to this twice daily phenomenon.

Contributions to this column should be emailed to Ken Murphy at kgmurphy@comcast.net.

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It was by anyone's estimate a short season. The Capt. did manage to get out twice as often as the mate (who was chained below decks at the oar of commerce). Despite the mate's enforced labor, we did get out to the more interesting spots several times. The Party Bar only saw us on four visits, twice we sailed past it as we headed for the greater swath of sand at Wingersheek Beach. We never made it up and around the new sandbars holding all but the shallowest craft off the beach at Sandy Point Reservation.

This year the time and tides were against our making a foray into the Essex River from the ocean approach. We did manage an exploration of the area from Conomo Point, highlighted by lunch along the back side of Crane's Beach earlier in the season. The favorite Middle Ground north side was only favored with *Marshmelon's* gentle touch once. The long haul up into the basin at Plum Bush was accomplished twice and then a few treks up to the elbow where the tide turns against you and makes returning home more of a bother than fun. We also managed to NOT get lost in the sinuous twists and turns of the Rogers River and environs off the Rowley River, always an interesting adventure.

Our last outing was on a glorious mid-October morning. We set sail from the back side of Eagle Hill Creek and wandered about on a rising tide, ghosting in and out of various eel-like channels, exploring the depths and breadths of the marshes bordering Town Farm road as it goes out to the old transfer station dump site.

Hauling out onto the Spartina laden flats at the top of the tide we had ample time to laze about the cockpit and enjoy a splendid brunch before threading our way back to the main channel. I must have had a premonition that this was to be our last meal on the water for the season because I prepared a serious brunch menu, complete with the OJ cocktails and cold rolled oriental omelets, done with a Neapolitan filling. The baked goods were the first out of the oven in months, and as oatmeal cookies go, pretty spectacular. A variety of crudites, hot coffee, and dry roasted nuts rounded out the experience. I can honestly say that our tiny craft has seen better spreads than most of the multi-million dollar craft ever imagine.

One nice turn of events this season was more of an opportunity for the First Mate to take the helm. With the Capt. out most days on his own he was happy to share the tiller and offered me many chances to take a turn. His judgment was tested on a few occasions as we came screaming down through the mooring field on a falling tide with the wind at our backs, but like any good Capt. he was able to talk me through the tricky parts. Having complete faith in his understanding of the currents and sail dynamics, I did as I was told, even though it seemed counter intuitive. It was such a feeling of accomplishment to have maneuvered a responsive craft in tight quarters and under fluky conditions, I was left wanting "just one more day" to practice what I'd been taught. That day will have to wait for next season, or with luck and planning, perhaps a chance to try my skills in a tropical setting in the bleakest part of our New England winter.

The season was non-existent for the dory. She was moved off the lawn because



## Window on the Water

By Chris Kaiser

### Short Season Shot

the neighbor's old maple tree had to come down and her grassy berth was just next to the felling site. We made several attempts to get her fit and launched, but each time I was available I chose to go out in the skiff for a sail instead. By mid July it was evident we were not going to put her in and abandoned all pretense of trying to do so. The tree was successfully taken apart and now sits in huge hunks on the dory shaped dead spot on the lawn, waiting to be split for this winter's stove fuel. Because we needed the trailer to go further afield, the dory had to be moved. After last fall's fight with wind and plastic I knew I needed to design a better mouse trap. I've done it and people have stopped to comment on the design.

I am now able to have a lawn and reach the bottom of the dory in the spring to add a new layer of paint before hanging her out on the mooring. If I can locate a reasonably priced, working, used Sail rite sewing machine, I'll stitch up some covers and cushions for the dory this winter. My plans are to camp out in the marshes with her after the bugs are gone next fall unless the sailing is just TOO GOOD to resist.

Mornings in September and October were cool, then cooler and finally wicked cold, long before any of us were prepared for the change in seasons. We came through a strange hurricane season that made me grateful for not buying that spot I liked in Punta Gorda, then we had few if any Indian Sum-

mer moments. (I might have been chained to my oar on the slave galley when they occurred.)

The sound of a lone rogue loon wavering on the morning mists just after the eclipsing full moon in October has got my weather sensors twitching. Is this a lost solitary male, or is he scouting out the best spots to spend the too rapidly approaching winter with his family? My old bones tell me it was smart to get that extra wood laid in before Thanksgiving. The Capt. keeps the home fires burning, literally. Working at home allows him to keep the small wood stove ticking along during the day. My early morning writing schedule lets me stoke the night embers into a satisfying blush to greet the sunrise.

Enduring the cold arctic blasts along the coast snug within a small boat like cottage is the flip side of every Messer's dream. Winter brings on the memories of days on the water and plans of future excursions for the season yet to come. Maps come out, travel brochures get picked up, and discussions begin as to "where in the world" is it still comfortable to go out and Mess About?

So here we are, all of us "in the same boat," a short season well and truly shot. All that's left is for the most hardy of you Messers to be out in the hula skirted craft shooting the Christmas goose while the rest of us wait for spring to be sprung.

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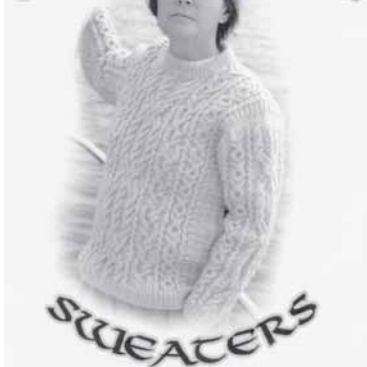
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# White Hurricane

By David G. Brown  
Published by International Marine/  
McGraw Hill, 2002

Reviewed by John W. Robinson

In early November, 1913, the Great Lakes experienced its worst storm on record. The lakes were transformed into a maelstrom of massive 35' waves, blizzard whiteout conditions, and winds up to 90 miles an hour. When the four-day "White Hurricane" finally blew itself out, at least 248 sailors had lost their lives, 12 ships sank, and 31 more were stranded on rocks or beaches.

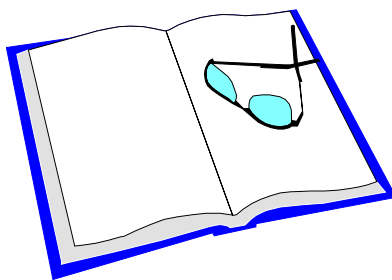
In *White Hurricane*, author David G. Brown has put together an extremely well-researched account of the storm. He uses first-hand narratives and contemporary newspaper accounts to vividly recreate the struggles, tragedy, and drama of the storm. Brown carefully recounts the progress of the storm with highly detailed chronology.

The results of Brown's research made the fascinating era of the storm come to life for me. He captures the details and the general feel of the Great Lakes shipping industry in the early years of the 20th century. Coal from down south and ore from the north shores of Lake Superior were in constant and increasing demand. The book provides detailed information about the construction, operation, and crew requirements of early 20th century shipping in general. The specific requirements of the ships employed at the time, and the necessary design criteria, will be of interest to anyone with a fascination for maritime history.

A significant portion of the book concerns the storm itself. Brown's meticulous research resulted in a careful analysis of the progression of this deadly atmospheric disturbance. The book does a nice job describing the state of weather forecasting in 1913. At the time of this ferocious storm very little was understood about the complex weather-shaping forces which result in such extreme gales. It has taken almost a century to piece together the knowledge of the 1913 storm and create a reasonable scenario for its creation and duration. Careful modeling of cold and warm front activity, high and low pressure systems, and jet stream activity was pieced together from nationwide weather observation data at the time of the storm to recreate such a scenario.

Twenty pages of photographs and weather diagrams are included in the book and greatly complement the text. As mentioned previously, there are design features unique to ships involved in Great Lakes commerce, and I found the photographs helpful in my understanding of the layout of such things as the pilothouse, flying bridge, the Texas, the steering pole, and the windlass room.

Another valuable addition to the book is the collection of six pages of Great Lakes maps handily placed just after the Table of Contents. I referred constantly to these maps as I read through the book, reviewing the location that the described action was taking place. Prior to reading *White Hurricane*, I only had a rudimentary knowledge of Great



## Book Reviews

Lakes cities, towns, and topographical features. I enjoyed gaining a greater familiarity of the region.

I recommend *White Hurricane*, particularly to anyone interested in maritime history or extreme weather. Great Lakes sailors will certainly enjoy it, but I would also recommend the book to those living outside of the region as they may find rewarding, as did this reviewer, learning more about this unique area and its history.

## Well Blow Me Down

By John "Ol' Chumbucket" Baur &  
Mark "Cap'n Sappy" Summers  
Word Association Publishers  
(800) 827-7903  
www.wordassociation.com  
120 Pages, Paperback  
\$10.95 U.S. from Amazon  
(10% Discount Direct from Publisher)

Reviewed by Joe Ditler

Talk Like A Pirate Day now comes with its own manual. "Every now and then, some visionary individuals come along with a concept that is so original and so revolutionary that your immediate reaction is, 'Those guys should be on medication.'" So begins an article by Pulitzer Prize winning columnist Dave Barry in September 2002 about raconteurs John Baur and Mark Summers and their concept, Talk Like A Pirate Day.

Talk Like A Pirate Day was born on a racquetball court when the two Oregonians began to talk like pirates in the middle of a point. For years it was an inside joke until they stumbled upon Barry's email address. Barry's column introduced them to exposure beyond what anyone could have imagined. Their concept became an overnight tradition, reaching out to more than 19 million people on seven continents.

September 19 is officially International Talk Like A Pirate Day. This year, because the 19th fell on a Sunday, they promoted Talk Like A Pirate Day Weekend, celebrated from Friday through Sunday. Before you know it they'll have TLAP Month and schools will be teaching TLAP as a second language. Then we'll all just talk like pirates all the time.

Since Barry's column the story has been featured in newspapers around the world.

Baur and Summers have been on CNN, National Public Radio's "All Things Considered," the BBC, Irish National Radio, and the Australian Broadcasting Company. The ultimate validation came when Jimmy Buffett announced Talk Like A Pirate Day from the stage of one of his concerts. Their website lit up like a Christmas tree. "They're even talking like pirates in Antarctica," says Baur.

Now, a year later, there has been a song written about TLAP Day and Baur and Summers (now officially known as Ol' Chumbucket and Cap'n Slappy) have published this handbook for TLAP Day called *Well Blow Me Down!* The book is a "guy's guide to talking like a pirate." It opens with an introduction by columnist Dave Barry and contains various chapters on, you guessed it, how to talk like a pirate.

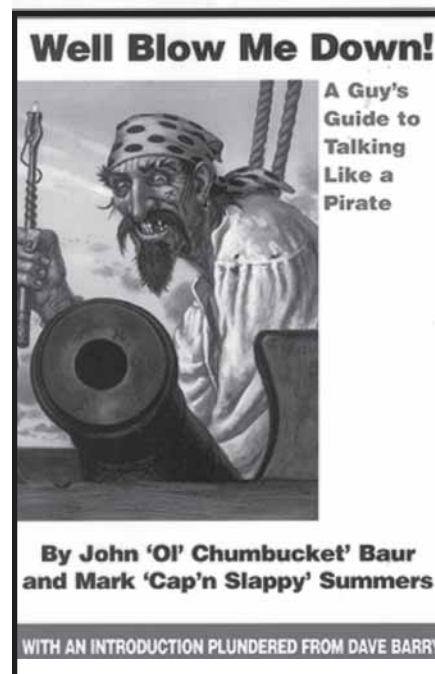
In addition to the actual pirate talk, the authors humorously lead readers through various tests and drills, imaginary scenarios where pirate talk might serve the purpose, and even a chapter on "Trolling the Taverns," giving readers all the one-liners necessary to meet that someone special.

They paint possible scenarios for talking like a pirate at school, in the workplace, at church, and even in the doctor's office, "Shall I lower me breeches so's the surgeon can have a peek at me poop deck?"

The book contains an historical rogues' gallery of famous real-life pirates, as well as great pirates from the silver screen, and serves as the complete guide for the first-time participant in TLAP Day, as well as the TLAP Day veteran.

*Well Blow Me Down* is the *Perfect Storm* of summer releases in 2004. It is a delightful read with plenty of piratical illustrations. The book cover art is by Captain Morgan Rum artist, Don Maitz, whose work has also appeared on books by Stephen King and Ray Bradbury.

For more information on the book, and on Ol' Chumbucket & Cap'n Slappy, write The Pirate Guys, LLC, 840 Broadway S.W., Albany, OR 97321, or visit their website at [www.talklikeapirate.com](http://www.talklikeapirate.com).





# Lighthouse Illustrations

By Irwin Schuster  
<irwin.schuster@verizon.net>

These lighthouse illustrations were created in Adobe Illustrator 9.0 on a Mac and printed on a wide format inkjet, one on a canvas material and the other on paper which was then encapsulated. The third was a preliminary black-and-white laser print.

The subjects were:

Boca Grande Light, lit in 1890,  
Gasparilla Island, Florida.

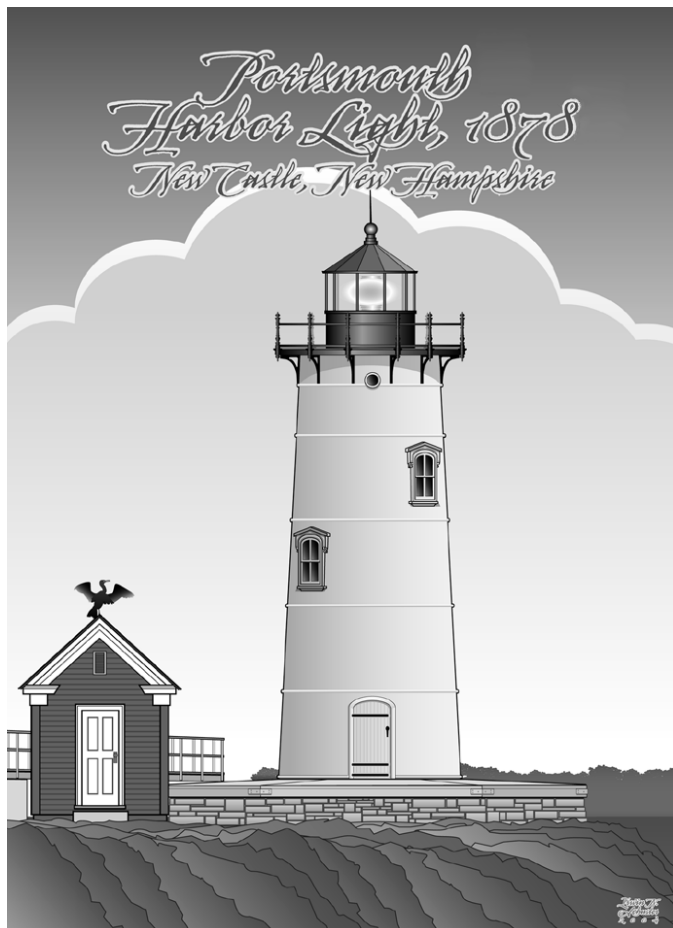
Spring Point Ledge Light, lit in 1897,  
South Portland, Maine.

Portsmouth Harbor Light, lit in 1878,  
New Castle, New Hampshire.

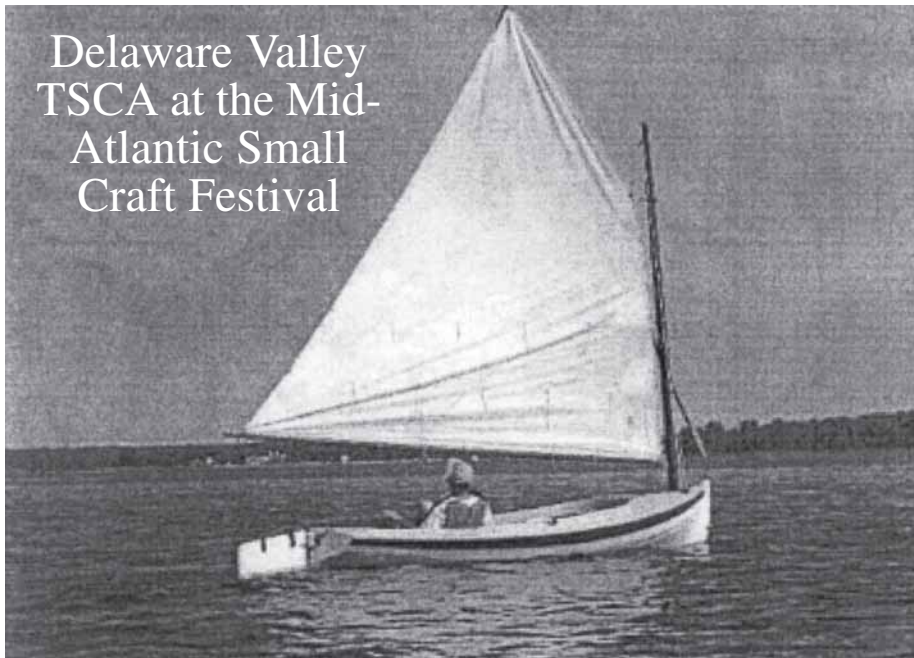
These were created initially from small color photos enlarged on a copier and traced and reconstructed into architectural elevations. This tracing was scanned and the resulting image placed on screen as a template over which the illustration line and color work was created. These drawings are "art" in the sense that they are not necessarily true views and liberties have been taken with the site, orientation, and such, while the proportions and details of the structures are as true as I can make them.



I visited the Boca Grande Light a few weeks after it had sustained superficial damage from Hurricane Charley. At an elevation of perhaps 5' and about 40' from the pass into Charlotte Harbor, this fine old building was in the direct path and showed no structural weakness. I learned how inadequate the initial photo was for architectural detail and the image has been corrected. I visited the Portsmouth and Spring Point Lights a few days after a U.S.S. Constitution Ship Modelers Guild meeting in Bosto, and am in the process of correcting them as well.



# Delaware Valley TSCA at the Mid- Atlantic Small Craft Festival



Tom and Mark Shephard take *Marion* for an easy sail on the Miles River.



Joe Fernan's Chamberlain Dory.



John and Vera England prep for the Saturday race in Pete Lesher's century old Ducker that belonged to his great grandfather.



No wonder the photo is a bit blurry, that's a Chesapeake log canoe on a screaming reach.

Rich Cullison's Bolger Wisp awaits at the dock.



Bob Doordan hitches a ride aboard a cat-ketch sharpie.







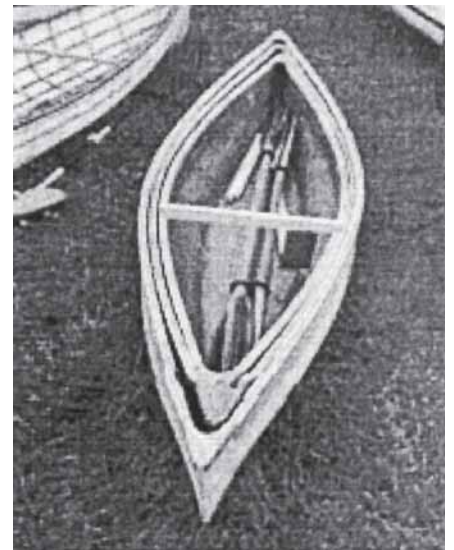
A lateen-rigged wood/canvas sailing canoe.



Al Moss crews for John Guidera.



Pete and Gibson Peters on their way to first place in the 17'-and-under class with *Obadiah*.



A set of three nesting canoes, built by Mark Taylor for his kids, took home prize ribbons.

William Clements' gorgeous Bolger Nord Koster weaves through dockside traffic.



Ron Gibbs and his speedy *Celebrity*.

Tom Shephard, Roger allen, and Dan Moreno admire Dan's Oughtred Whillyboat.



In March, 2004, I visited my mother, Barbara Hawk, at Buckhead Ridge Marina, Lake Okeechobee, Florida, where she has spent several months each winter for over a decade. I wanted to take pictures for the readers of *Messing About in Boats* to share some of her wonderful experiences rowing a hand-made wood and canvas boat, originally used as a kayak but now a sliding seat single scull, retrofitted with an Oarmaster.

She is the only rower on that section of the rim canal of Lake Okeechobee, a Mecca for freshwater fishing and motorboats. At age 78, born June 13, 1926, she is known there for her love of making quilts, playing on a hand bell team at home in Pittsburgh, bird watching, and early morning rowing her boat which she named *My Boat*.

## A Life on Lake Okeechobee

By Barbara Hawk and Mary Nell Hawk



Barbara began coming to Florida with my father, Bob Hawk, a boatbuilder and occasional contributor to *Messing About in Boats*. He loved to fish, and when he passed away in 1998 we were not sure she would continue visiting the little trailer at Buckhead Ridge Marina, but she did.

This past fall Hurricane Gene and an associated tornado leveled a friend's home at the marina, damaged many others, and caved in the huge metal door of the main boathouse building. No one at the marina was injured in the storm and my mother's little trailer was undisturbed.

What follows are some of Barbara's journal entries and recent, as well as earlier, photos, extracts from a book she is writing, *Quilts, Boats & Bells*. We hope you enjoy! Mary Nell Hawk.

I spent the winter 1998-99 in our little trailer in south Florida (Lake Okeechobee) grieving my losing Bob. It was a time of licking my wounds, picking up the pieces, and gathering myself together. I had a long row to hoe. I pieced a quilt. I messed about in my boat. I started writing.

3/2/99: I made the right decision to come to the trailer. It's cozy and bright and airy, plenty of sunshine. Mockingbirds and meadowlarks are starting to tune up in earnest. Have just been gathering myself together, reading, sewing, knitting, rowing, riding my bicycle. No TV or newspaper.

Radio is set to NPR in Ft. Pierce and it keeps me company. Neighbors, very sincere folks, have been very kind and helpful.

I've been to the annual hog roast (with country music live) and learned to play dominoes (fancy white ones, not the black ones I remember. One man made a stew over a wood fire for 50 invitees., We each took vegetable and/or meat over at 1:00 and it was ready at 5:00. Meats included beef, pork, lamb, coon, and venison. It was delicious. I had my doubts, believe you me.

3/17/99: This was the final row for the season and a wonderful one it was. Eight o'clock in the morning and all was right with the world. I gave thanks to God for my eyes and my hands, and this morning I gave thanks as well for *My Boat*. It was warm and sunny and the rim canal was placid. The swallows were up and about in numbers, a sandhill crane or two were calling, and a small group of limpets was at water's edge with a bunch of young. Started out with legwarmers and hooded sweatshirt, hood up. Came back with legwarmers pushed down and sweatshirt off. Just shorts and two T-shirts, Powder Milk Biscuits, and Rushton Canoes (from Wooden Canoe Heritage Assembly 1991). I love *My Boat*.

I had to give up paddling the kayak for any distance years ago because it was too hard. Sculling is benign. With a sliding seat the thrust comes mostly from the legs and instead of yanking back with the oars, the whole upper body is used to finish the stroke, simply lean back and hang on. I can scull paying attention to technique rather than brute strength. If you're competing, of course, that's something else. You've got to have complete concentration and strength and endurance.

## Okeechobee Journal 1999-2002

Lake Okeechobee is a place very few people of my acquaintance know, much less understand. It's one of this country's marvels and should be seriously protected forever and ever, but I would hate to see it become a national park with all the attendant traffic and tourists and rubbish.

It's a primeval place and is so precious to those of us who know and love it. The water isn't very deep but there are more than 700 square miles of it. It's a natural lake surrounded by an earthen dike. The rowing pictures are in the canal that surrounds the dike. The entire waterworks system goes back to the time of Herbert Hoover and a hurricane which blew the lake water out and killed in the neighborhood of 6,000 souls. When you get to the lake via a series of canals and/or a lock you are overcome by a mind blowing water wilderness. Fishing boats, but not a sign of a cottage or gas station, not even a landmark of a building. The boats have compasses, they have to. Bob loved to go out in the dark morning to be there for sunrise over that vast amount of open water and horizon.

Bob thought of his beloved wooden fishing boat as an Okeechobee boat. Everybody on the lake knew Bob because of his boat. Indeed he did even look and act like an Okeechobee boat man, white curly hair and beard, twinkly blue eyes, rosy cheeks, blue work shirt, baggy pants, and laid back demeanor. Guys would come up to Bob at the WalMart or anywhere else in town to talk about this boat.

His boat wasn't the fastest but it sure looked like it belonged there. It was, I would imagine, about 16' long and 5' or 6' wide, of wood, painted gray. He built it himself. It reminded those in the know of the old Okeechobee boats. In fact, a great big commercial catfish boat used to come into the marina with its catch. It looked just the same only the catfish boat was bigger. Recently one of these boats loaded to the gunwales was seen going down Parrot Avenue on a trailer. Catfish are the only ones fished for commercially in Lake O. Crappie (pronounced "Croppie" and also known as speckled perch or specs) and bass are solely game fish.

I was a cover girl once. It wasn't *Playboy* or anything like that. Not even *Vogue* or *Mademoiselle* or *Glamour* or *Seventeen*. In the fall of 1998 this magazine included a long how-to article written by Bob about his Rob Roy, and I was on the cover of that issue.

It was a new, for him, kind of boat (not wood and canvas as in *My Boat*), smallish, meant to be used with a double bladed paddle. He had documented its construction and had taken gobs of pictures in progress. It was called the Rob Roy. He brought it to Florida one year since there hadn't been time to put it in the water back home in Pittsburgh. One cold blustery wet day I was delegated to try it out in the canal. Not wild about the idea, I put on old clothes in case this boat wasn't as stable as it was supposed to be. It handled very nicely and he took a picture. That was the only time that boat got wet because we were doing other things. Such a nice surprise. It has been several years now and I still keep it out in plain sight. Bob had died just before the article was published and never saw the issue.

1/29/01: This morning I was rowing in the canal and it was my good fortune to see a pair of sandhill cranes at the water's edge drinking. I had never seen them close enough to see the red patch on their faces. They're big and were unalarmed by *My Boat* and me. Pretty soon they gave their wonderful call and summoned two groups of 12 each. These flew here and there and peeled off for the lake.

I rowed *My Boat* up the rim canal and back, read, wrote, listened to National Public Radio, Ft. Pierce, no television or telephones to interfere with the healing progress, and soaked up the sunshine. I honestly believe that quilts and boats heal and renew. Kenneth Graham's Ratty had it right when he said to Mole, "There is nothing, absolutely nothing, so worthwhile doing as simply messing about in boats." Each of us should have a quilt and a boat, at least one of each. One can just sit and sew pieces and not feel any guilt about wasting time or daydreaming. After all, you have something to show for the time. Same with boats.

Listening to gallinules, some say moorhens or coots, skittering through the canal, chasing each other and making their very own racket. Sitting at the table in the morning sunshine, thanking my lucky stars and





Out on the rim canal that surrounds Lake Okeechobee in March, 2004. The rising earthwork in the background is the dike, or levee, that surrounds the gigantic lake. After Lake Michigan, Okeechobee is the largest fresh water lake entirely within US borders. It is accessible from Buckhead Ridge Marina via a lock and then a series of trail canals through several miles of sawgrass. Tributaries from the canal border on grazing land for cattle. The variety of bird life is fascinating to observe from the water.



Landing at the marina area requires a bit of ingenuity. Disembarking requires exiting the boat alongside a concrete bulkhead and then pulling the boat up onto the shore where it can rest out of the water.





daydreaming, the crows and gallinules, herons and sandhill cranes call for company, and peppy little palm warblers twitter about pesky boattailed grackles. After February 1st the mockingbirds start singing in earnest, never the same song but more lengthy each day. About the same time the meadowlarks on the cow road tune up in earnest.

2/4/01: Three groups of sandhills in flight, maybe 20-30 in each. Pretty soon one group split off and headed for the lake and the others back to the cow pasture. Before too long the lake contingent arrived back to join up. Much honking and carrying on. When I get back from rowing, my mind is clear and full of freer thoughts.

2/16/01: Down the canal a quarter mile or so there is a line of Chinaberry trees on the dike side, maybe eight or ten of them. As I approached there were, without exaggeration, about 200 birds feeding on the berries, which was a surprise because we didn't think birds would eat these berries. They must have been at it for a few days or weeks because the only berries left were on the topmost branches. Back and forth they went across the rim canal, snagging a berry and flying across the cow pasture to eat it, back and forth, back and forth. I'm almost sure they were robins although smaller than, and not as fat as, our northern robins. I expect they were getting ready to fly north.

2/20/01: As I got underway early this morning, I was lucky enough to see my very own anhinga, although she wouldn't think she was my very own, cruising up the canal, head out of water, her long skinny neck and head turning this way and the rest of her submerged. It reminded me of a periscope. A short way ahead of me she waddled onto the land to dry her great big wings. She flapped them and her tail around for a while and surveyed the wall high out of the water because of the drought. Looked it up and down and

with a great heave got herself up to finish drying her wings off. Much fanning of wings and tail. I wonder what she would have done to save herself had she been caught unaware. Anhingas can't fly when wet and the water was too far away to dive under. She must have been nervous.

2/26/01: A foggy morning. I can tell when it's foggy about 3:00 in the morning when the moisture collected in the water oak starts dripping on the trailer roof right over my bed. In our little canal I sat for a long time in *My Boat* watching an otter play in the water, up and down, up and down. So graceful as he does his own special dive in, sort of folds himself in, hard to describe. The red wing blackbird I was watching took off, and now I know it's flocks of them in flight that so appeals to me. They fly, then glide, fly, then glide. Some years ago I thought this particularly graceful maneuver was swallows, but now I don't think so.

In the rim canal a turtle popped its head up twice. There was a BIG splash in back of me that I couldn't see. I let out a big yip and scared myself in the early quiet. Probably a big bass, but everybody's paranoid about alligators. I heard this same loud splash later on. Something chasing me I thought.

3/11/01: I approached *My Boat* this morning to row up the rim canal and my dear anhinga was sitting on it pretty as you please. She sensed rather than saw me I think and did a gracious dive right over the bow. In her

The surface of the canal is like glass but there must be some current. Clumps of water hyacinths (an ongoing scourge to fishermen in Okeechobee) floating towards the rim canal. Clumps in slow motion but they keep coming. If it were up north it would be comparable to clumps of ice.

All of a sudden it came to me. They must have the pump by the lock running. They do this to adjust the water level in our boat basin and in all the canals, I suppose. You can see a difference. One time a few years ago so much of this vegetation was pulled down the rim canal that the passage under the bridge was blocked and the boats couldn't plow through it without damaging their lower units. I couldn't begin to row through the tangle.

1/20/02: Early this morning I hear a tentative tapping on the canal end of the trailer just outside the bedroom window. Lo and behold it is a redheaded woodpecker testing the water oak and, I am sure, having in mind reaming out a home for himself. Now he has moved on to somewhere else. Maybe that spot wasn't suitable. I do hope he will come back.

3/15/02: A beautiful foggy morning, 55 degrees at 7:00. Still, of course, there's fog. Spiderwebs glistening on the oarlocks and scads of them sparkling on rushes along the Rim Canal. Now they've had a steam shovel all along there and uprooted all the chinaberry bushes, more like chinaberry trees. They lie in great piles and it looks so raw. Chinaberries are also known as Brazilian peppers and are supposed to be a nuisance but I never found them so. Looks to me like the Corps of Engineers needed some busy work.

There were a whole bunch of swallows flying over my head. I could see their white breasts.

2/4/02: Something memorable always turns up when I row. This morning it was an eagle! I was so excited I lost my concentration and let the boat go into the bulrushes. I guess I wouldn't have known it was an eagle except I saw the white underneath his wings. A friend had seen him on two or three occasions and told me what to look for. The only other one I remember seeing was on TV, sorry to say. No, I'm not sorry, it was at the World Series in Yankee Stadium after 9/11. Majestically he flew into the stadium to his trainer on cue. Goosebump time.

The other thing was a solitary water hyacinth bloom in a tangled mass of hyacinth, those hated things that clog up the lake and the canals. I had never seen a bloom and it is exquisite, a sort of pinky (orchid?) lavender. I paddled into it and brought it, and some buds, home. As I brought my boat into its harbor, my corner of the basin where I can pull it up on the grass, lo and behold somebody had cleared out the mass of hyacinths there which had made it very difficult for me to come and go. Another friend, J.C., came to mind because he has a 10' long pole with a cutting blade on the end which he uses to whack out the vegetation that gets in the way here. This thing is homemade, of course, and looks like something Bob would have come up with. Found out it wasn't J.C. but Roger who made my life easier.

By afternoon each of the 25 or so buds had opened up to six petals with four fuzzy stamens? Pistils? In the center of one of these six was an area of woods violet hue and in the center of this was a yellow spot. Now what do you think of that?



Wooden oars were rescued from a Pittsburgh rowing club, and refinished while still retaining their original leathers and buttons.

haste she knocked the "M" of *My Boat* cockeyed. But I mean to fix those letters more permanently by next year anyway, or maybe get new ones. She went out of sight under the water for a few yards, then stuck up her head and neck, twisted around and had a good look at me. I saw my first limpkins today. They look sort of like white ibis only brown. The one on shore was making a funny noise, sounded like false teeth clicking. The other was wading. They cry out on the lake in the night with an eerie sound sort of like a cat. They make me laugh.

A good deal of rain in the night and still raining, not too hard now, a pleasant drizzle.

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Water hyacinths often clog the canal waters.



Getting underway early on a foggy morning.



Bob in one of his first kayaks, ca. 1963.



Bob and his favorite Glen L 16' console skiff, the building of which he reported on in the July 1, 1995 issue of *MAIB*.

Dear Bob,

You should see *My Boat*. It looks brand new and is so responsive in the water. I have no idea whether it was the last one you made or number 20 or number 24. It doesn't have a keel, I know that. Remember the one I had here once at Okeechobee that did, and I found it stiff and hard to row and hard to maneuver? You took that one back to Pittsburgh and brought this one. No Draken head or tail on it either, a feature of the earliest boats. I think a lady from Sewickley has the last one of those.

Now *My Boat* has new floorboards, mahogany yet, and that took some doing, believe you me. Last year I came back to *My Boat* to

## An Imaginary Letter to Bob

(If he were still here to read it!)

discover you had taken the beat-up floorboards, both sections, home to replace. A worker at the marina said he could make some to my specifications. I was pretty adamant about what they should be like, but before I knew it he had screwed some wolmanized planks in. I was sick, but they contained the Oarmaster all right.

When I was making a stab at cleaning out your shop, I discovered the old ones. Lo and behold the young man who put in the new

Andersen windows offered to reproduce them and he opted for mahogany, packaged and shipped them U.S. Mail, and they fit perfectly.

How many years has it been since you built our first kayak? I bet it was around 1963. I'd be surprised if I could remember all the waters we've had it in paddling. The rowing, of course, has been only in the Allegheny River near Pittsburgh and the Rim Canal at Okeechobee. But in Pennsylvania we paddled the Allegheny River, Verona, Crooked Creek, Conneaut Lake, Tidioute, and the Youghogheny Reservoir. Other favorite spots were the Lower St. Regis at Paul Smiths New York, Deep Creek Maryland, and Nags Head North Carolina.



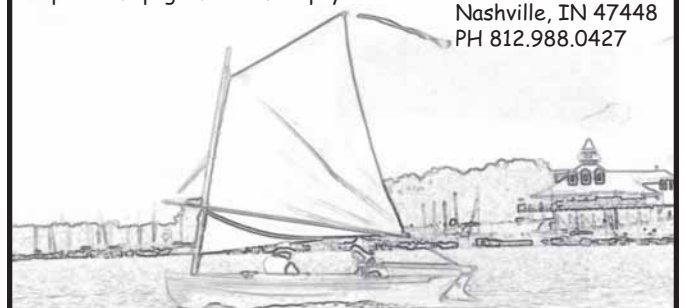
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**Third Day  
June 14, 2004**

"Breakfast is all over, everything has been put away, you are too late," was Mike's usual morning greeting to even the most prompt early bird.

Across the river a party of salmon fishermen appeared. A middle-aged man cast beautifully, textbook perfect, his line and fly landing far out downstream with every cast with the current taking it even further. He reeled in, minus a strike. The younger man then took the fly rod and cast miserably, with his back swing resulting in a snag in the tree branches. The older man extricated the hook from the leaves. It turned out the first man was a professional guide demonstrating his skill to his bumbling student trying to grasp the intricacies of the sport. We watched them and exchanged greetings.

"There have been only two or three salmon taken so far on this river," the guide explained. "None have been taken on the Bonaventure. It is still very early in the season." Like everyone we were to encounter on the river, he first spoke about the inevitable topic, the latest news about the salmon fishing, the recreational sporting and economic mainstay of the Cascapédia.

After we had loaded our canoe, Mike took a free moment with his black ink pen to log the campsite on his topo map as reference for future trips. Akin to keeping a detailed diary he would, throughout the duration of the expedition, faithfully record every feature, rapids, lunch sites, campsites, and various landmarks.



Trim's OK. A carefully loaded canoe with tied-in duffel provides proper balance.

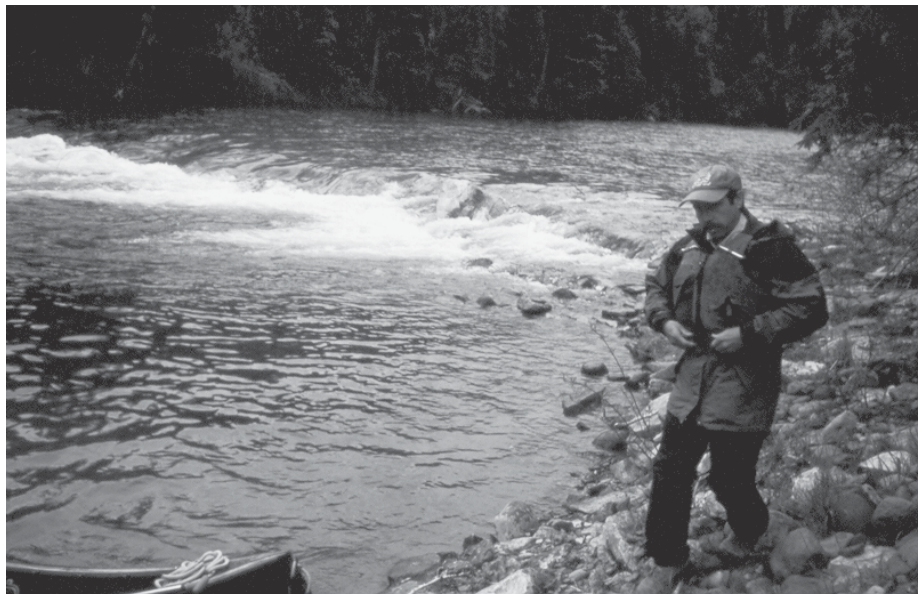
As Mike and I cruised along with easy paddling, we often glanced at shore boulders and the stones on the bottom, each distinct with different colors. The water was so crystallic and clear the bottom seemed magnified, reminding us of the Bonaventure. Most of the time we really did not need to paddle, the swiftness of the current measured by the boulders and stones indicated we were flying. We were not lost but were making good time.

## "Canoeing the Cascapédia: Québec's Salmon River"

### Part II

By Richard E. Winslow III  
(For Ed Masteller, who would have loved this trip)

Several times we noticed boulders piled up on opposite banks with a heaped-up rock ridge underwater connecting the two. My first impression was that it was the foundation of an old washed-out rock bed of a collapsed bridge. I was mistaken. "These are artificial salmon pools," Mike explained. "They were built to create manmade rapids with pools downstream."



Below a line of rapids a quiet pool provides a rest area for salmon before resuming their journey upstream.

During the afternoon we were on the lookout for a feasible campsite, indeed anything halfway decent. It was not an easy task with swift water and thick forest cover. As the afternoon wore on, Mike and Larry liked to be off the river by 3:00 to avoid a dark

camp, I kept one eye on the river and the other, as it were, on the sky. The clouds fused and darkened, as gauzy moisture-laden air began to permeate the atmosphere. Larry finally spotted a muddy bank with an open slot above. He investigated. An old road led down a long hill to this entry point and launch site for the salmon fishermen. The two generals instantly decided, "This is home." This happenstance, given the weather, came exactly at the right time. Guides always seem to sense when it is best to take even a sub-standard site in a pinch rather than to proceed on in search for a better site around the next bend or for another half-mile down river, almost invariably a fantasy with no site there.

Once camp was set up in the mist, followed by rain which stirred up the mosquitoes, I hiked the switchback road up the hill to reach the dirt highway above. A sign was posted, "Société du gestion du saumon de la

rivière Cascapédia Inc. 81A" or the 81th marked pool from the mouth of the river.

After dinner, I was the first to leave for a night's sleep, without the need for a bugler to blow "Taps" to remind me. I was tired, wet, and bitten enough at Rain and Mosquito Camp.

Who forgot the mosquito netting? Kitchen fly wards off rain but fails to discourage mosquitoes.





**Fourth Day  
Tuesday, June 15, 2004**

Canoeing trips are not lived in a perpetual state of nirvana. Every morning inside my tent, with today as an excellent example, was usually a depressing time. In my sleeping bag at first light I woke up sore and stiff in my arms and shoulders. Articles of clothes, especially socks, had not thoroughly dried. Outside the tent flap mosquitoes would be waiting to pounce on me. In my half-awake state I could never fully comprehend where everything was, my flashlight, pen, gloves, and most everything else. Mark Twain's understanding remark helped to calm my anxieties. "Have a place for everything and put that thing in another place. That is human nature." It would be so easy to languish within the warmth of my sleeping bag, just for another minute and a minute after that. But once I threw on my clothes, emerged from the tent cocoon, and strolled down to camp kitchen to reach an orange slice I was quickly revived, anxious to tackle the river again.

As I was loading dry bags, the tent bag, dry pack, and canteens into the canoe, I had indeed miraculously found all the items about which I had been worrying, even the cap for Chapstick. Mike related a quick story to illustrate the mental agonies in searching for missing equipment. "We had a woman on one of our trips who, even before the expedition started, had lost her car keys," he said. "The rest of us looked and looked and after an hour, we decided that it was in our best interest to commence the trip. Four days later on the river the lady found her keys in one of her packs."

The start of the morning's paddle was slightly delayed until the layers of lenticular fog lifted. Once on the river we had a familiar exercise of skirting more sweepers, casualties of the break-up. Given a canoeing mishap, we would have been victims ourselves.

At mid-day with increasingly darkened skies, we began looking for a lunch stop. A clap of thunder quickly resolved that matter. Upon landing at the nearest gravel bar, Mike made an immediate decision. "We'll kill two stones with one bird," (quoting him correctly), said Mike. "This lunch stop will prob-



London fog exported. The valley of the mist half-envelopes downriver canoes as they gradually disappear into the shroud.

ably be home for the night." Our team hastily erected the kitchen fly lashed to canoe poles at in-place snags. A tent city sprang up. Lunch was on the quick under the fly. A light nuisance rain followed. Sleep and rest were the order for the afternoon.

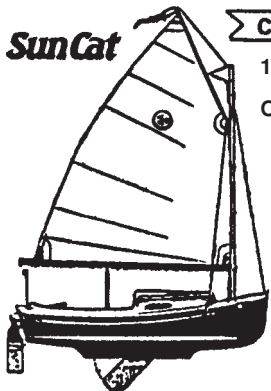
Steak night, with improving weather, revived our spirits. Larry, a master chef, served up grilled-to-order steaks. "Vegetarians don't last very long on these trips," he commented. As he placed a generous slab of meat on my plate, I offered a compliment, "Larry, you are my guide, my chef, and my advisor."

"Does that mean you are paying me three times?"

For his part, Mike, another excellent cook, served up stewed dandelions, growing locally in profusion, as the vegetable, "better than fiddleheads," in his opinion. We all ate well at Steak Night camp.



Cascapédia City Court in session. A kitchen fly affords a dry meeting place for socializing.



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I have been making little whirlwind tours doing my little song and dance at libraries in Georgia and Florida. What I have been doing is trying to promote that damned book I wrote since the publisher didn't do it (that one-time ad in this magazine was all they did and it looked like I was going to have to pay Bob for that for months).

I have discovered that librarians are maybe the most curious of all people and I am in the middle of a survey. If I go to one of these bookstores and sit there with pen in hand ready to scribble my signature in case one of the latte drinkers strolling by was to buy one of the cursed books, I notice that the average citizen looks down at the book exactly the same way they would look at a stomped-on roach. I can see their prissy-looking lips saying, "*How to Build a Tin Canoe*, now who would want to know how to do that?"

Last year I was privileged to go to the statewide convention of all the librarians in Georgia and those people were also mystified by my publisher's choice of a title, but they had to find out what the hell the book was about so they picked it up and found out. Of course, they were sipping wine instead of syrupy coffee and that might have enhanced the coefficient of curiosity some, but later evidence has proven that librarians really are very curious people. When you come to think about it, libraries are actually Meccas for curious people, even if they don't work there.

Here is how that phenomenon of me becoming a stand-up comedian happened. One librarian over in Cairo, Georgia, where my grandchildren go to school found out about the book because he plays in a bluegrass band that one of my sisters listens to. He invited me to come talk to the library and I did. Because he had the band there and the "friends of the library" had cooked supper, the thing was an enormous success. They had a little wine before supper and I am afraid that I waxed quite eloquent with my speech. Some of them got very tickled at my treatise on pantyhose (which you may read on my website, [www.robwhite.com](http://www.robwhite.com)).

Anyway, the interlibrary gossip spread the news and I got a lot of invitations and have been traveling all over Georgia ever since. What I always find when I get ready to talk is that there are people... a lot of people... at each event who act like they already know me. It isn't like at a family get together because they don't give me the evil eye. I guess they just think they know me. It turns out that they are subscribers of this magazine. Usually the librarian cons the local newspaper to print an announcement (sometimes on the front page... librarians are actually powerful media specialists) and I guess these messers... reading addicts all... have graduated from reading cereal boxes and the AARP journal to the newspaper so they come out of the woods all around. It is very encouraging and stimulates me to get a little wild with my presentation.

At the lone library down in Florida I went to, I am afraid I decided to do a little political poll. I said that I thought the reason for all those hurricanes was that maybe Mother Nature was trying to pay us back (you know I am a Florida voter) for inflicting the environment with all these Republicans. I expected exactly half the audience to walk out on me but none of them did. I was real puzzled until I found out that every single one

## Messers, Messers Everywhere

By Robb White

of them was a messer. I guess from reading my stuff in the magazine they have learned to ignore opinions that have no value. I started to say a few words about plywood but one survey at the time is plenty enough.

I had an interesting walk-out up at this year's convention of all the librarians of Georgia, which I was not only invited to attend to try to sell books but to do my little song and dance in Athens (that ain't the Olympic Athens... the Georgia Athens). Most of the public librarians in Georgia were there. It was easy to differentiate them from the students of the University of Georgia as they walked purposefully down the street. The librarians were the ones who were not smoking cigarettes and showing off their belly holes, tattoos, and body piercings... but the proportions of both groups of fast walking people were about equal.

When the time came for me to do my presentation in this truly large convention hall, they had it set up so there were about seven or eight other presenters giving seminars simultaneously on (I guess) how to change the date on the rubber stamp and how to work the copy machine and rewind VHS tapes, and maybe how to decrease late fees by the use of positive re-enforcement. Anyway, I must have won out amongst the curious because my room was absolutely full when I got started. There were librarians packed tight sitting in the aisles and along the walls and a big crowd outside in the hall looking in the door.

When I hit my stride, there was this one librarian sitting right at my feet who was laughing so hard that, all of a sudden, she got a horrified expression on her face, looked down at her lap and bolted for the door between the legs of librarians sitting in the center aisle, dancing like a football player at practice does with the twin rows of automobile tires. I said to myself, "Ha, I have finally reached the pinnacle of comedy... made that woman pee in her pants," only to find out later from my wife that the woman's cell phone had gone to vibrating in her pocket. Oh well.

What about the Florida event? Is interlibrary gossip interstate? Hell no, the librarian in Gainesville is a messer, that's what. He didn't know anything about my previous success (?) as a stand-up comedian. He, like the people who write up their amazing adventures in this magazine, is a risk taker. When I found out there were nothing but messers in attendance... no regular citizens at all... I had to ad lib the whole thing because they already knew way too much. Fortunately I had had an interesting experience on the long trip down from the mountains of Georgia so I told them about that to start with.

It was a trip. The alternator fell off right in the middle of I75. I noticed that the radio had quit playing the interminable opinions and observations about the damned presidential debate then going on. Anyway, them old diesel Mercedes don't need any electricity to keep running so, even though the fan and water pump stopped working, it kept running

long enough for me to get off the cursed interstate with all those crazy people trying to dodge all the trucks on their way to Florida. I guess the freewheeling of the fan in the wind kept pumping enough water to keep the pressure cap closed so all the antifreeze didn't pee out.

What had happened to the alternator was that the dadblamed tension bolt had come loose and that loosened the belts and then the whole thing went to dancing around until the pivot bolt vibrated completely out of the hole and the alternator fell clean off the engine. Luckily the wires were too short for it to hit the road or I would have been in a regular fix. Of course I was in a regular fix like it was. I had to buy the bolts from a junk yard and the man made me take them off myself... off of the greasiest damned junk Mercedes I ever saw. I don't think Germans understand gaskets. It was so greasy that the wasps couldn't build a nest too close to the engine, which was the only good thing about the whole project. I am here to tell you that it was a pain in the ass and my fingernails were still black during my speech down in Gainesville so I was able to establish a little credibility with those skeptical messers down there.

You know I am an expert Mercedes mechanic with many, many years of experience. Now that I made so much money being an author that I don't have to work on other people's cars, I'll tell you the Mercedes secret. The whole thing is a scam. If you buy a new Mercedes make sure you never take it back for "service" (that "service" is in quotation marks, y'all). You know "service" is what they call it when the little man in the bowler hat impregnates your cow by artificial insemination. If you want something like that to happen to you, take your car to the Mercedes place.

The only reason anybody with any sense would own a Mercedes in the first place is because they'll run forever... if you never take them in for service. That's why the damned things are the automobile of choice for the Third World. Yasser Arrafat had a car exactly like mine. A jillion Mexican taxicab drivers can't be wrong. They are the cheapest cars in the world to keep running. Of course, you have to work on them yourself after they begin to wear out parts and you have to buy those parts from someone in the abundant Third World black market.

If you are a po' boy like me or a Mexican taxicab driver, you can't afford a new car so you have to take what you can get. Fortunately, after the damned things get to be about 25 years old like mine they go pretty cheap, particularly down in south Florida where the hot sun has cooked all the upholstery out of them and the "seniors" have beat dents all over. You can even find one that has sort of low mileage on it. Mine, which came from Palm Beach county, had a few hanging chads in the headliner but only 150 thousand on it when I bought it years ago. Of course it has 450 on it now and there wouldn't be anything mechanically wrong with it if it had never been "serviced."

It took me two years to cancel out all that servicing. I hope the alternator falling off is the last of it. I should have known. The little old man who sold me the car told me that it had "all new belts and hoses." Child please. It would take a swat team of Chinese



magicians to replace all the belts and hoses on one of those old 123 Mercedes. The Mercedes place charged the old man a fortune to replace the easy-to-see alternator belts and the top hose on the radiator.

You know the only thing wrong with the cars, besides the Mercedes myth, is German engineering. They are the worst designed cars in the world. They were alright back when they had the naturally aspirated little four-cylinder engine and the manual transmission and the non-electric windows and manual door locks, but after they dolled them up so they would be "loaded" it is about impossible to fix anything on there without taking the whole car apart.

The reason that Mercedes mechanics are so sour acting is because the cars are such bastards to work on. Take the alternator for an example. Most cars have just a pivot bolt and a lock bolt. This damned thing has a German engineered belt tensioner that tightens the belts with a little mechanical marvel.

That's why the alternator fell off. It is such a pain in the ass to tighten up the pivot bolt and the lock bolt after you tighten the belts with the little mechanical marvel that the Mercedes place never does it. The little German engineered tensioner will hold the belts tight all by itself with the lock bolt and the pivot bolt loose... until they vibrate completely out and the alternator falls off. Of course, I had to tighten those bolts up after I pried the belts tight with a tire iron like you do on a Ford because the belt tensioner... that little marvel of German engineering... is lying beside the interstate up in the piedmont plateau of Georgia.

So, why weren't there any other people at the Gainesville library but hard core messers? I don't know exactly but one thing might have been was what all else was going on. For one thing the "Gators" had just won a hotly contested football game and there was a lot of partying. When we got to the motel we were amazed to find that the whole top

balcony was lined with women drinking beer out of bottles and smoking cigarettes and throwing the bottles and butts down into the backs of huge pickup trucks which filled the parking lot. I mean this was a big motel and it was absolutely full (luckily I had booked the room well in advance or we would have been sleeping in the car).

I think all those women were absolutely full, too. I couldn't help but notice that they were all similar... large and robust and loud... heavily tattooed and pierced. From the way they were acting and how they were dressed, I guessed that they were attending a big female motorcycle gang convention that had booked the whole motel (600 rooms!). Then, when we were driving to the library we noticed banners across every intersection proclaiming that it was "Gay & Lesbian Pride Week!" It wasn't so loud back at the motel when we got back, I guess they had all gone inside.

## Two Barks in a Bight

By Steve Tiebout



Seventeenth century (*Mayflyer*) recently crossed tracks with 19<sup>th</sup> century (*Coriolis*) on Central Park's Conservatory Water. Just converted to bark rig, *Coriolis* began her checkered career in 1998 in celebration of my quadruple bypass, flying the Red Duster as a 1/16 scale (6' deck length) Thames barge. I named her *Growthtiger* in honor of T.S. Eliot's "bravo cat who travelled on barge; in fact he was the roughest cat who ever roamed at large." Eliot says *Growthtiger* was known up and down the river as "the terror of the Thames." With her great Cyrano bowsprit my

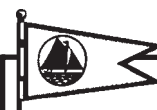
lumbering free sailer (no radio) quickly became known as the terror of Conservatory Water, harpooning lesser craft without mercy.

The Thames barge rig was a crowd pleaser (British tourists particularly enjoyed it) but, always looking for different traditional types to sail, I Americanized *Growthtiger* into a Kennebec (Maine) River gundalow (single mast with square course and topsail, no jib or bowsprit).

Then she and I experienced delusions of grandeur. She sprouted a glamorous fore topsail schooner rig. She was outrageously overhatted and she followed in the wake of her heroine *Pride of Baltimore*. She capsized one black day with the loss of all hands. The salvage crew (me) had to dive to remove her ballast bags so she could refloat.

Returning to sanity I sailed her as a conservatively gaff rigged Australian cargo ketch. To become bark rigged *Coriolis*, she was fitted with a full length salient keel which gave her barge hull the underwater profile of a deep cargo carrier. She's weatherly and stiff as a consequence, carrying her external lead ballast low. It's just 7lbs. as compared to 50lbs. of inside ballast she needed as a keel less leeboarder.

But, if called on to carry cargo, she could chug along with 50lbs. or more, which would put her down to her North Atlantic winter Plimsoll. Got stuff you want shipped across the pond? Call *Coriolis* carriers today!



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The Loon 20 pirogue prototype was designed and built by the author. With just 4" of draft when normally loaded, Loon is perfect for exploring very shallow marshes, creeks, and rivers. She would be the perfect boat for hunting, fishing, or just messing about on the water. Loon is a fast, safe, large pirogue (or simple canoe) for paddle, oar, or small outboard propulsion. Don't let the length fool you, compared to most 20-footers this is not a very big boat.

Loon's long and narrow hull allows her to be easily driven by one or two people with plenty of reserve carrying capacity for several more. Maximum useful capacity is about 750lbs. This is a boat that can carry a load, and as such has serious potential as a craft for long camping trips where it's necessary (or desirable) to carry a lot of gear. Loon would also make an ideal family boat.

Many small pirogues suffer from poor stability. This is due to their narrow beam,

## Loon

### A Large Pirogue/Canoe 20' x 3'5"

Design by Zach Garrett  
www.boat design.com

one of the factors that gives the pirogue its great speed. However, Loon has been scaled up sufficiently to provide ample beam of 3'5" for stability while still maintaining an easily driven hull. A 150lb. person can sit on the gunwale and still have 6-8" of freeboard remaining. Loon combines stability and performance for the ultimate paddling experience. Loon utilizes fast and simple plywood construction.

Weight of the prototype was 165lbs. using heavy yellow pine plywood, light enough to be easily handled by two average strength people and car-topped when necessary. It should be possible to cut down the weight at least 30lbs. by using lighter woods and scantlings.

The hull shape is extremely simple and easy to construct. The bottom panel is the only place where curved cuts are necessary. There are no jigs or temporary forms, and the straight sides mean that the gunwales and chines fall naturally into place without any complicated torturing or steaming. No lofting is required and I foresee no snags for the first-time boat builder.

For a boat this big, Loon is surprisingly easy for one person to paddle, but two paddlers are much better. She certainly is as easy to paddle as many conventional canoes and is, if anything, more maneuverable because of her bottom rocker. Also, boats like Loon that have long, narrow waterlines can be faster than the shorter commercially produced craft.

The easily driven hull also makes her an excellent rowboat. The hull form produces little wake and she appears to slide over the surface of the water rather than through it.

Loon is also an excellent candidate for electric propulsion. A small trolling motor will drive her close to her hull speed with little wake. There is sufficient volume aft to accommodate the weight of the motor and battery and a small gas outboard could also be used.

Besides being easy to build, Loon is a very cost-effective alternative to many commercially produced canoes. She can be completed in well under 40 hours of labor and for less than \$200 though, of course, both the building time and cost will vary based on experience, geography, and other factors (such as the time spent on finishing and the quality of materials used).

The hull is sealed with epoxy and no fiberglassing is required, though covering the chines with glass tape wouldn't be a bad idea. The minimum required materials are one quart of epoxy (to seal the hull below the waterline), some linseed oil, glue, screws, paint, 2"x4"s, and four sheets of exterior plywood. That's all there is to her.

The plans were drawn with the complete novice as well as the experienced craftsman in mind. They cover both inside and outside chine versions, though the inside chine option is not recommended for beginners due to its slight added complexity. The side panels are a constant 16" width for their entire length, and I worked a little twist into the forward and after sections to prevent the bottom rocker from becoming too pronounced. These straight, yet slightly torqued, panels have the additional advantage of appearing elegant in three dimensions, yet without revealing their simple shape. Loon is a very pretty boat, at least to my eyes, and will make a great project for novice and experienced builders alike.

Loon's plans are large scale drawings on two 24"x36" sheets and include over 30 pages of notes and instructions, plus several pictures of the prototype. Plans to build one boat are available for \$45US (shipping included) and study plans are \$5.

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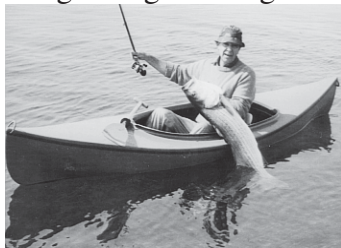
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# Building *Isla*

By Gene Scarl

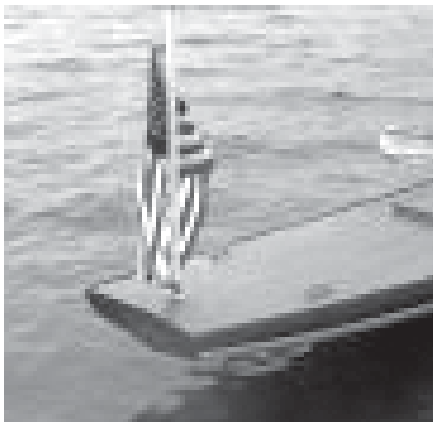
I was delighted to see and read the recent Weston Farmer article on his steamboat, Diana, as it seemed to validate the design and building of my kayak, *Isla*. The design was done by Peter Hunt and is based on a Herreshoff turn-of-the-century steam yacht. Since it was slightly impractical to build a steam engine to scale, I modified the kayak to include an electric motor. It is a 30# trolling motor run off of a 12v battery. Both are hidden under hatches. The five speeds forward and three speeds in reverse are controlled by a simple rotary switch in the cockpit. Steering is controlled by cables attached to foot pedals. The kayak handles well when paddled normally but using the motor provides a great moveable rudder. The batteries (there is room for two) each run about one to two hours, depending on the speed. At full speed it produces quite a wake and it attracts much attention wherever it goes, not only for its waterline, but also for leaving that wake without paddling.

Construction took about 250 hours.



My daughter at ease underway.

Launching dolly.



Building forms on a strongback.

No staples.



Never enough clamps.

Glassing inside of hull.



Finished stem.

Painted hull.



It was a bright summer's day in 1993 at historic Strawberry Banke in Portsmouth, New Hampshire. My wife, Sally, and I were unexpectedly in town and noticed a craft show and demonstrations on the green. The area is famous for such crafts as coopering and building Windsor chairs and wooden boats. I've always been fascinated to watch skilled demonstrators, and this demonstration by boatbuilder Geoff Burke would not be a disappointment.

Burke captivated onlookers while he made a canoe paddle. Here was a familiar object being made with a few hand tools. The material was a straight grained 2"x6" plank of spruce commonly used for residential framing. The time it took him to carve the paddle was less than one hour.

Everyone appreciated the efficiency with which the job was accomplished (not that reducing the blade thickness with a drawknife is easy, it's not). But the key is choosing the right tool for each step of the project, knowing how to put the right tool to use, and having an eye for proportion to guide it.

But you should be forewarned. A paddle is sculpture in a traditional form and requires a practiced eye for proportion. This is something we're all born with to a degree, and we can develop it with practice. The exact ratio of "birth given" and "practice acquired" is a mystery. I have observed a wide range of accomplishment among my boatbuilding students when assigned this task. Most of my students made a functional paddle, few were able to make a graceful one their first time.

Today paddle blanks stand in a corner of my shop, some cut out, some waiting as a piece of spruce framing. There are a few that are shaped, ready to be sanded and varnished. And there is Burke's demonstration paddle, signed and dated to remind me of that summer day when I was blown away by the accomplishment of tools in the hand of a craftsman with an eye to make something of utility and grace.

**Choosing the Right Wood:** The best wood for paddles will be stiff, strong, and lightweight. Maple or ash are fine for structure, but they are a bit heavy for long use on the water. Spruce is lighter and easier to shape. Sitka spruce is acclaimed, and rightly so, for being strong and light. But the effort required to secure that species is quite unnecessary.

There is a classification of construction framing called SPF, which stands for spruce pine fir (in this case "hem fir" or "western hemlock"). All three species designated for this class will work in paddle making. Black spruce is most prevalent and perhaps the best of the three. Pine has more flex, while hemlock is a little more difficult to work with hand tools.

The wide availability of residential framing stock at a reasonable price is one of the attractive aspects of this project. What is essential is straightness of grain, followed by clear lengths free of knots. Spruce is bedeviled by small knots and an occasional pin knot will not significantly affect the paddle. I use a drop of cyanoacrylate glue (such as Hot Stuff) to seal small imperfections.

While you need only a 2"x6" plank that is 6' long, you are unlikely to find the best lumber in small sizes of framing stock. The longer (16' to 24') and the wider (10" or 12") the stick, the better luck you will have get-

## Making A Canoe Paddle

A single length of framing lumber will help you hone your skills with a spokeshave, a drawknife and a block plane.

By John Wilson  
(Reprinted from *Popular Woodworking*)

ting your clear paddle blank. I believe this is because the mills use the better grade of logs for the longest lengths, resulting in some portion of a long joist (in a house) being clear. Buy the long length, cut your paddle blanks from the best portion, and use the rest of the wood for some future project.

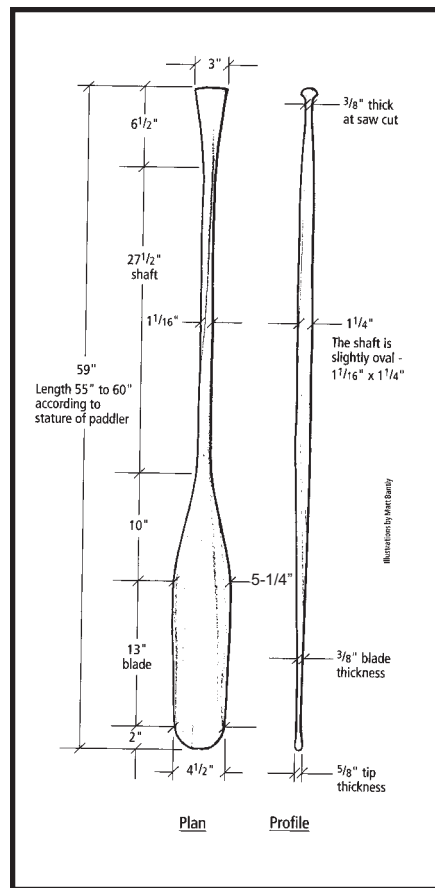
**Ten Steps to Making a Paddle Briefly:** Here is how the process works. Plane the plank to 1-1/4" thickness. Trace and cut the silhouette. Block plane and spokeshave all the sides smooth.

Draw lines around the edges to define the center of the paddle and its thicknesses. Thin the paddle's blade using a drawknife and a plane. Shape the handle using a hand saw, drawknife, chisel, and plane.

Round the shaft by first making it an octagon. Transition the shaft to the blade and handle with a spokeshave. Smooth the paddle with a wood rasp and sandpaper. And finally, varnish the paddle leaving the grip unfinished.

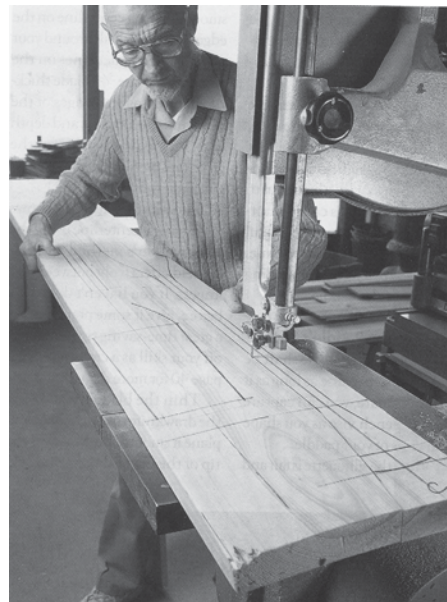
**Creating a Paddle Blank:** Plane your plank to 1-1/4" thick. Then draw the silhouette of your paddle. It's easiest to trace around an existing paddle, making adjustments in shaft length to fit the intended paddler's height. Paddle length is a personal matter, generally the paddle should be about chin height.

Layout involves transferring the dimensions from the plans. The centerline with cross lines indicate the major points. Connect the straight lines, then sketch in the curved transitions.



To follow the plans, start by making a centerline the length of the plank. Next, mark off both ends of the paddle. Mark where the blade and shaft meet, the start of the handle, and the saw kerf on the grip. Now mark half widths (use the widths given on the drawing divided in half) on either side of the centerline for the blade at its narrower and wider parts, the shaft and the grip. Then connect your marks to outline the paddle. Use a straight-edge for the main lines and sketch in the curved parts.

After planing the plank to 1-1/4" thick, bandsaw the paddle blank to shape.





Cut out the paddle blank on the bandsaw. Use a block plane to smooth and fair the edges. Check your work by holding the paddle at arm's length to see if you have a fair outline.



Smooth all the paddle's edges with a block plane. If any lines don't look fair to you, planing can make them so.

**Spokeshave Friendly Project:** You will need a spokeshave to smooth the hollows. There will be several places where this traditional tool comes in handy, mostly at transitions from one shape to another. These transitions can be troublesome. You could use a variety of rasps and sanders, but the traditional spokeshave is the tool of choice.

According to some historical accounts, the spokeshave got its name from its use in transitioning wheel spokes from the square hub end to the round section. You will find this tool indispensable for making the transition from the handle to the shaft and from the shaft to the blade.

It is worth it to buy an effective spokeshave. Because of the absence of wooden wheels these days, a good spokeshave is hard to find. Therefore, they've fallen into disuse. Many craftsmen have become frustrated having used bad ones.

You will need a spokeshave with a slight curve to the sole, not a flat one. Some of the best ones are the traditional woodhandled types with a blade flat to the sole, sometimes called razor type spokeshaves. Another useful spokeshave has a concave sole, which makes it ideal for rounding the shaft of the paddle.

**Defining the Paddle's Shape:** It is important that the shaft be rounded last, because as long as it remains square you can capture it in the bench vise as you shape both ends of your paddle.

When the silhouette is fair and smooth, trace a centerline on the edge of the blank all around your paddle. Next, trace lines on the edge to show the 3/8" blade thickness, the octagonal edges of the shaft and the location and depth of the cut for the saw kerf at the grip.



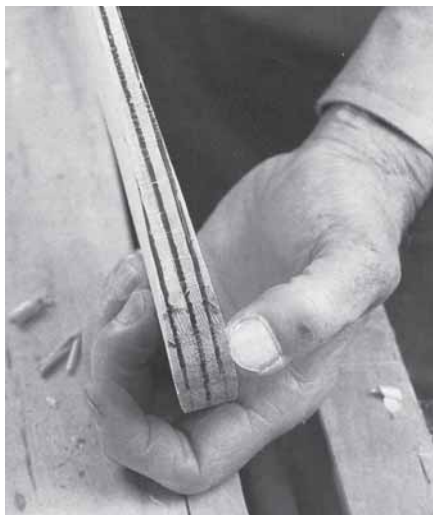
Using your pencil held as shown, trace a centerline on all edges.

Thin the blade to 3/8" using the drawknife to rough it out and plane it smooth. Burke leaves the tip of the blade about 5/8" thick, which is something that I like. This strengthens the end, which is vulnerable to being cracked.



Use a drawknife to rough the blade to thickness. Bevel the edges first as shown, then take down the center. It may be tough using this tool, so try to hold it the way the photo shows. This should ease the struggle a bit.

The end of the blade is left thicker (5/8") to reinforce it where splits are possible.



Use the bench plane to smooth the blade to its final 3/8" thickness. The pencil lines on the edge should give you guidance in this step.

Shape the handle by first sawing a kerf across the paddle 1-1/2" from the end to a depth that leaves 3/8" in the center. Then drawknife away the wood for 5" along the shaft to meet your cut line. Chisel the handle to meet the cut line. I like to chisel a hollowed cut for a good finger grip.



Saw down to a point on the handle, leaving 3/8" for the grip.

The drawknife removes waste as you approach the saw kerf at the handle.



### About the Author

John Wilson first canoed in upstate New York as a Boy Scout. He has taught woodworking and boatbuilding at Lansing Community College in Michigan and the *WoodenBoat* School in Maine. Currently he operates the Home Shop in Charlotte, Michigan, where he teaches woodworking classes and sells Shaker box supplies.

### Home Shop Classes

To learn more about paddles and the tools shown here, check out John Wilson's classes at the Home Shop. It is located at 406 E. Broadway, Charlotte, MI 48813. Call (517) 543-5326 (8:30am to 5pm EST). For a class schedule, visit [ShakerOvalBox.com](http://ShakerOvalBox.com).

The following one-day tool and paddle events are a good value at \$90, which includes materials and lunch:

Wood Block Plane Making - January 15, 2005

Tool Sharpening - January 29, 2005

Spokeshave Making - February 12, 2005

Make Your Own Paddle - March 19, 2005

John also is offering a Wood Block Plane Making class March 12, 2005, in Syracuse, New York. Contact John for more information.



Chisel a hollow approaching the saw kerf. Beware that two cut lines like this can be difficult to blend smoothly. Before cutting too far, expect to clean it up with a rasp and sandpaper.

Round the end with a block plane and use a wood rasp (a toothed file) for finishing touches.



A block plane will round over a comfortable end. The profile shows well here.

The shaft is made slightly oval using a bench plane to first reduce it to an octagon. This will keep it uniform when planing the smaller edges smooth with a block plane and a curved spokeshave.

The shaft is planed into an octagon following guide lines.



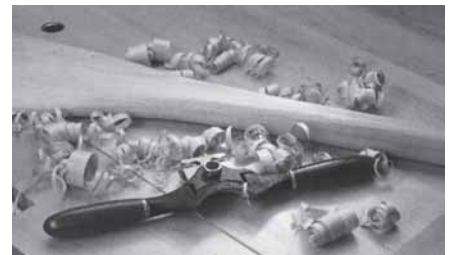
The block plane will quickly smooth all the edges into a 1-1/16" x 1-1/4" oval, as I'm doing here.

Use the spokeshave to shape the transition from the shaft to the blade. This versatile tool works equally well pulling or pushing so you can follow the change in grain direction. Sanding and varnishing completes the paddle. Traditionally, a canoe paddle's handle is left unfinished to give you a better grip on the wood.



The spokeshave (I'm using a wooden one here) is used to smooth the transition between blade, shaft and handle. It works pulling or pushing to follow the direction of the grain.

A spokeshave with a concave sole, such as this one from Veritas, excels at rounding the shaft of the paddle.



I have spent many enjoyable days paddling a canoe with a traditional paddle such as this. Making paddles for your children appropriate to their height is especially meaningful for a parent introducing offspring to the water.

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A skeg can be a quick fix for a poorly designed boat or an essential part of a good boat. I have used them both ways.

A few years back I raced canoes a lot. I felt that no canoe tracked well enough. We would add skegs to our boat to try to get a few more strokes per side before we needed to change sides. As I got older my thinking changed and I came to realize that sometimes a boat must be turned.

As I phased out of racing I began to look at boats that made more efficient use of my energy. I was still designing boats that tracked well. I usually designed canoes with no rocker. That did the job with no other help.

A friend gave me an unfinished rowboat. This boat was about halfway between a guideboat and a dory. I got a bare hull with gunwales but no seats or decks. I installed thwarts and two rowing stations. The placement of these seats was a guess and I did fairly well at that. On my shakedown the boat slid about a lot so I added a small skeg. This helped a lot.

On one very windy day I was out rowing with a friend. He had a 14' Whitehall built from Mystic Seaport plans. I learned real quick that my boat would crab into the wind just fine but his Whitehall wouldn't. His 14' Whitehall simply slid off down wind and didn't perform well at all in those conditions. His Whitehall had too much skeg built into the wineglass stern. I had guessed right.

I built two kayaks that helped me understand what a skeg can do for you. The first was *Lowtec*, my first attempt at designing a stitch-and-glue kayak. I had looked over the lines from a Chesapeake Cape Charles. The boat had altogether too much rocker and needed a skeg to make it paddle well. I made a couple of trips in *Lowtec*, then designed the *Simplicity*. I reshaped the side panels and developed a much better bottom shape that needed no skeg.

A few years back I built several of Marc Pettingill's Sweet Dreams. I built the 13' version first. Aside from raising the sides 2", I built it pretty much to his plan. I wanted to try building a tortured plywood boat and figured that a little boat like this would be a simple, cheap test. Much to my surprise I had built a fairly nice boat to paddle.

I was dabbling with freestyle paddling at that time and the Sweet Dream did this quite well. I liked the boat well enough that I decided to build another shorter one.

I next built the same boat in 12' but I did some modifying in the ends. This boat would turn on a dime and give me change but I didn't really like it that well. The boat was a great creek runner but it didn't do much

The skeg I added to the 12' Sweet Dream.



## What Can A Skeg Do For You?

By Mississippi Bob Brown

else very well. I added a skeg and put it up for sale.

I built a third Sweet Dream after doing my headwaters trip on the Mississippi. I wanted a solo boat large enough to carry my bedroom and my kitchen, so I built a 14-footer and raised the sides up about 3" above Marc's plan. This boat was to become my cruiser for the occasional camping trip that I do. After paddling it for a while I decided that it should also have a skeg. When I am traveling I paddle sit and switch style and a skeg would improve the boat.

This time I kept it small. I started with a 3/8" x 3/4" keel on just the stern third of the boat. Where the stern curved away from this keel I filled in the space with a plywood wedge and faired it in creating a very smooth skeg. This change improved the boat dramatically.



The Skeg on the 14' Sweet Dream.

I designed one boat around the skeg. Twenty years back I built my first Tern. This stripper was a very nice paddling canoe. It was only 14.5' long but it was quite fast for such a short boat. After years of paddling the Tern I knew what I could do to improve it.

The Tern 2 was the last stripper that I built in my shop, it may well be the last ever as I have learned that cedar sawdust is really hard on the body. The Tern 2 has all the same stations as the Tern but I pulled in the gunwales slightly and added a bit of rocker. The boat has about 3/4" of rocker forward and about half that much aft. I also added a retractable skeg much like you often see on kayaks.



The retractable Skeg, on Tern 2.

I made an aluminum skeg and housed it in a fiberglass trunk. This is very much like a sailboat centerboard but much smaller. I operated it with a single length of parachute cord



The case that houses the skeg on Tern 2.

that ran through fairleads past the seat to a jam cleat under the starboard gunwale. I now had the best of both worlds. I had a boat that turned fairly well yet ran true with the skeg down.

I have written about my "Foam Barge" in the past. This boat was a disappointment for me. On the first test it was obvious that the boat had no intention to track at all. This boat really needed help. I concluded that if a skeg would help than multiple skegs would be better. I ran three keelsons the length of the bottom that all blended into the skegs. The skegs helped but the boat was still a disappointment.



The multiple skegs on the Foam Barge.

There is one boat in my fleet that I didn't build, it is an Old Town kayak. I bought this boat very cheap at a canoe auction. The boat is a classic from the time that Old Town still built fiberglass boats. It is a high volume river runner made of glass. After paddling it I wasn't happy with my purchase. The boat was in real good condition and I felt that I might use it more if I added a skeg so it would track better. I was not about to start gobbing a lot of glass onto this classic, so I taped on some plastic wrap for a parting agent and built a boot that fit over the stern and built a skeg into this removable boot. I have tested this rig by duct taping it on and it does definitely help. When completed I will simply have a bungee that will hold it on attached to the cockpit rim.



The removable skeg from the Old Town kayak.

Skegs, sometimes they can be a salvation.

## Pakboats' Swift Folding Kayak



Our new Swift Folding Kayak rivals the paddling performance of many hardshell touring kayaks. This 14-footer has the waterline length of many 15' touring kayaks, and its 25" beam contributes to give it an ideal blend of speed and stability. With a keel line that is almost completely straight, the Swift tracks as if it runs on rails.

For travelers, the Swift is nearly perfect. It packs small enough to fit in RV storage spaces and its 29lbs. make it easy to carry down the street to the subway. In fact, two Swifts can be packed together as one piece of airline baggage, complete with two four-piece paddles and two life jackets.



At \$875 the Swift is half the cost of comparable folding kayaks. Makes sense since it is about half the weight, too. In spite of the light weight and price, the Swift is made of quality materials and solidly reinforced where it counts. Its anodized aluminum frame stiffens the hull and maintains an efficient shape, while dual inflatable sponsons on each side of the hull are protected in sturdy sleeves.

Along the keel is a heavy duty wear strip that will stand up to years of beachings. The inflatable seat has built in thigh and lumbar support

For more information contact ScanSport, Inc., P.O. Box 700, Enfield NH 03748, (603) 632-9500, [info@pakboats.com](mailto:info@pakboats.com), [www.pakboats.com](http://www.pakboats.com).

When it comes to personal floating devices (PFDs), there really is difference between a life preserver and a life jacket or life vest.

There is a rumor circulating that marine patrol, sheriffs' water patrol, and Coast Guard boarding parties are now asking to see Type I life preservers instead of the more commonly carried Type II life jackets. The rumors, it turns out, are true. A recent letter from the Seventh Coast Guard District Commander states in part: "With regards to regulations specifically for uninspected passenger vessels (6 pack boats), Type I PFDs are required pursuant to 46 CFR 25.25 5 which states that each vessel carrying passengers for hire must have at least one approved life preserver of a suitable size for each person on board... the term "life preserver" refers specifically to Type I PFDs."

Although not listed specifically in the Code of Federal Regulations (CFR) under the heading of definitions, there is reason to be-

## Life Preservers vs. Life Jackets

By Bill Baxter, Maritime Press International

lieve that the term life preserver is reserved only for a Type I PFD. A Type I preserver is the most bulky of the PFDs. It comes in two versions. One, a soft-sided, bulky unit with a large baggy collar, and the other a square corner, rigid type foam plank with a hole to put your head through. This one is usually referred to as a key hole because of the shape of the opening.

It is this writer's opinion that it is ridiculous to require a flats boat charter fisherman to carry bulky Type I PFDs on a 16' boat in 3' of water. There are two real and one proposed reasons that I feel enforcing this regulation is unfair. One, there is probably no adequate space on most small 6 pack boats to store these bulky jackets. Two, the additional cost, which is considerable, does not justify any benefit. The third is a proposal for the requirement for all persons on an underway boat to wear a PFD.

The National Transportation Safety Board (NTSB) has been trying to get the Coast Guard to require all persons on board a vessel underway to wear PFDs. You might have heard that the requirement for children to wear PFDs while underway has now become federal law. A 6 pack charter boat might get away having fishermen while trolling wear a flotation device such as a life vest, but consider a hot sunny day working to bring in a marlin while encumbered in a bulky Type I life preserver.

How about a fly fisherman on that 16' flats boat casting to a bone fish wearing a Type I ? But don't get confused over the issues. In the past no law enforcement agency

has pressured small 6 pack operations to carry Type I preservers. And yes, we know about Type Vs substituting for Type I, but only when they're being worn.

Sea School, The College of Nautical Knowledge, has been telling its students that in years past neither water cops and/or Coast Guard has enforced the CFR requirement for Type I life preservers on small (under 40') uninspected passenger vessels such as 6 passenger fishing boats. Bob Arnold, Executive Director of the school, the nation's leading captain's license school, said, "It has been assumed that if these vessels, used occasionally to make a buck, carried appropriate Type II life jackets in good condition they would be acceptable. And for the most part, in the past, they were."

Assume that the term PFD covers all types of flotation gear. What causes confusion are the terms buoyant vests, life jackets, life vests, Mae Wests, near shore, and off shore jackets. Additionally, while 46 CFR 25 says that all vessels over 40' must carry Type I preservers, 46 CFR 28 says that commercial fishing industry vessels over 40' do not. Additionally, the confusion is caused by the lack of the inclusion of the word life preserver in the section titled definitions.

From a safety standpoint we can understand the Coast Guard, and even NTSB, wanting to require passengers, paying or not, to wear PFDs while underway. Many drownings each year could have been prevented if the victims had been wearing PFDs. But that's not the point. It is really the question of how much bureaucratic control the boating public will accept.

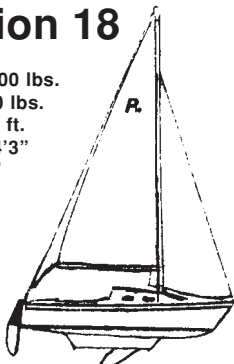
Be advised that Coasties will be stopping 6 pack charter boats and asking to see their Type I life preservers and that is enough argument to fight off any petitions to require all to wear PFDs while underway.

For more information, contact Ron Wahl at Sea School, (800) 237-8663.

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## Auxiliary Power

An outboard motor is the most common of all the outboards available, and if we stick to the principle of what is not there cannot go wrong, we shall use a British Seagull. I understand that they are no longer manufactured, more's the pity. I once stripped down a Seagull model 102 dating from the 1940s and found the internals in superb condition. This is due to the high proportion of oil in the two-stroke mix and also to the fact that the power is developed at very low revolutions, unlike many modern motors which seem to rev their heads off (sometimes literally). Many modern and more expensive engines seem to have fashionable mouldings and controls, but the need for streamlining escapes me.

Since I have got better at the craft of sailing, however, I have managed without the use of an outboard motor, and for auxiliary power I use a sweep. Mine is 11' long and is cut down from a ship's lifeboat oar. These oars have a very long blade of about 3' and the loom is about 2-1/2" in diameter. The end to hand is reduced for a foot to about 1-1/4". The sweep is stowed, when sailing, in a pair of rowlocks both on one side of the boat. In use it is placed in a rowlock socketed on the transom and may be used for sculling, for rowing the stern round in certain circumstances, and has been used as a jury rudder. Only on one occasion have I lost my rudder, and I was right glad that I had my sweep along. Sculling has often been described so I will not trouble to do so now, but suffice it to say that it is a skill well worth acquiring.

Oars for use at sea should have narrow blades, rather than spoon-shaped, which are alright for lake use. The after rowlock socket is also used when the boom and gaff, with sail wrapped around both, are lowered right down to the transom when the boat cover is in the reefed position. This brings us neatly to the next chapter.

## Tent Cover

Normally, when the boat is on the mooring with the sails furled, the boom and gaff have the sails wrapped round them and rest in the boom crutch. However, I can lower the boom/gaff/sails down to the transom if the windage is too much by resting the boom in the sculling rowlock. The boom tent is so arranged that it can be "reefed" to the lower position as well. With the boom, gaff, and sail resting in the boom crutch and held securely by the cleated mainsheet, the tent cover is laid along the sail and held down to the gunwales. The mast end of the cover is taken care of by a short sleeve wrapped around the mast and lashed tight by a bit of line. The cover is then hauled aft and tied to the boom or gaff end.

The problem of holding down the sides was difficult. If there are side decks and a bit of a coaming, then the task is easy. One could use lacing hooks and shockcord, but if there are no side decks, then other means must be devised. Eventually I hit on the notion of turning up the edges of the cover into 2" tubes, open at each end and with gaps for the shrouds, plus a further gap halfway along the longer tubes. Then bamboo poles were inserted with 6" sticking out at the ends. The stubs were then fixed down under short strips of metal and the cover was securely held. The strips of metal were about 2"x1" stainless 16 gauge, screwed to the gunwales pointing downwards and the cane ends were tucked

# Budget Sailing For the Impecunious

## Part 5

By Alvan Eames

under them. The canes were held in by short bits of line fastened to the risers inside the boat, looped over the gunwales and pulling the canes in tight.

For heavy weather, the cover had extra long canvas tubes stitched along the outside so that the cover could be held tight when the boom and gaff were down on the transom. This reduced the windage but still enabled the cover to shed rain, etc.

For taking measurements in order to prepare a drawing for the cover, the boom was set up in the crutch and a chalk mark made every foot along from the mast. The measurements were taken from the boom to the underside of the gunwale, keeping the tape square to the boom. The operation was then repeated with the boom down on the transom. All the measurements were recorded onto the plan and then 8" or 9" extra were added to each side to allow for the tube pockets. If the whole job is carefully explained to the maker, a good fit is likely.

It is best to have a sailmaker make the cover, because he would not be disconcerted by a request for alteration after a trial fit, but I have had two such covers made by my local window blind shop. The material I used

was best green Willesden duck cloth, as I prefer strong stuff that can breathe, rather than impervious PVC.

## Maintenance

The need for maintenance on a wooden boat is primarily for the protection of the wood. When a clinker built boat is new, it is usual for it to be varnished. At this point it should be pointed out that polyurethane varnish is no good at all on a clinker boat. Polyurethane is all right when used on plywood craft, but it is vital to encapsulate the wood completely or the varnish will peel off in large pieces. It is obviously not possible to encapsulate a plank on a clinker boat due to the overlapping of the boards in the hull, so common yacht varnish should be used.

I found that with a boat kept on a mooring the horizontal surfaces soon weathered, so I determined that all such surfaces should be painted. One coat of paint is four or five times thicker than a coat of varnish, so it is a sad fact that paint is better for the job. The surfaces mentioned comprise the benches, gunwales, and bow and stern sheets. The paint used need not be expensive marine paint. Any good, modern, non-polyurethane paint may be used and I have had good service from Tekaloid Coach Enamel. I use two coats of undercoat, rubbed down after each coat, followed by one coat of gloss. The undercoat is very easy to apply, going on like milk and, when dry, is easy to rub down.



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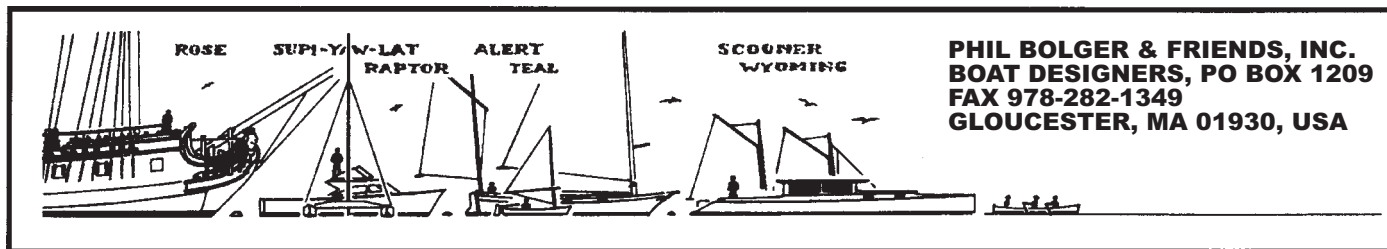
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LOA 18' 0"  
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SA - 145sf  
LWL - 16'  
Draft 0'8"



The original Chebacco was designed as a stock boat for Story Boatbuilding in Essex, Massachusetts, the name came from a Colonial period fishing boat type. The town that's now Essex was then the Chebacco Parish of Ipswich, but it was already on its way to becoming the shipbuilding center of its later fame. The original Chebacco boats were keel cat schooners with pink sterns and cuddy cabins for overnight shelter.

The 20th century Chebacco was intended as a light, quickly-rigged daysailer with special emphasis on trailer launching because mooring and marina space in the neighborhood (and elsewhere!) was showing signs of saturation. It was given an elementary cuddy cabin just big enough for two people to lie down in, or for one to use a portable toilet, or for four to wait out a shower. Emphasis was on a large and deep cockpit extending far enough forward to trim the boat with four or more people.

## Bolger on Design

### Raised Deck Chebacco Design #540 Rd

Length 19'8"  
 Breadth 7'10-1/2"  
 Draft 1'2"

Sail Area 176sf

Designed Load Displacement 2300lbs.

The first Chebaccos were cold molded wood epoxy and were widely admired for their good looks and nice finish. They were labor intensive to build, however, and it was decided to redesign them for sheet plywood

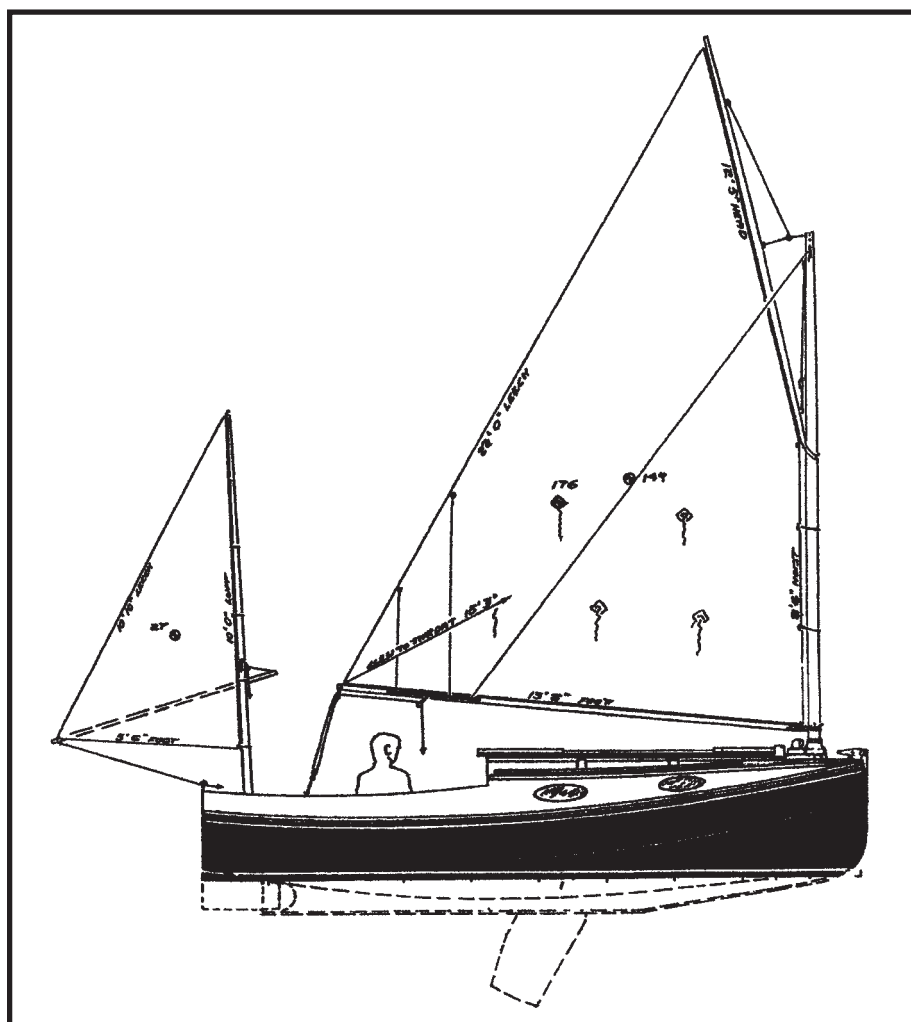
construction and with some other modifications to make them faster to build. Story only built a few of them, being too preoccupied with custom work to promote them seriously. But the design caught on with widely scattered amateur builders. Bill Samson in Aberdeen, Scotland, built a nice one called *Sylvester* and started a newsletter to collect the experiences of the fleet from there to Tasmania. He's retired, but the newsletter was replaced by a website based in this country, <http://www.Chebacco.com>.

A design for a round side, clinker plywood boat, otherwise exactly the same as the sheet construction version, was added to the plans package as Design #575. Quite a few of them were built, including the last Essex-built Chebacco before Bradford Story retired, ending a near 200 year succession of Story boat and ship builders in Essex. We published some plans and photos of both versions in Vol. 15, No. 4, August 1, 1997.

There was interest in a cruising version of the class and eventually we added a modification design with the cuddy extended aft and a "pilot house" over the after end and extended to give shelter at the forward end of the shortened cockpit. The house made it more comfortable to use the new galley and the toilet and gave a good all around view from shelter. The helmsman could see ahead through the forward and side windows and there was a hatch which allowed standing up at the tiller for an unobstructed view. The house was very prominent but, by careful shaping and proportioning, it looked ship-shape to us. We hear that the sailing qualities of the boat are not affected much if at all.

Then Ben Ho of Ontario commissioned a raised deck version of the Chebacco which would be roomier for more comfortable cruising and have a greater range of stability than the rather low-sided, standard version. The standard design is unballasted for lightness on the trailer but the high bilge makes it very forgiving. We have yet to hear of one capsizing, still they are not keep the sea boats by the present definition. We casually agreed to do it, but as usual we kept finding one more thing that ought to be improved "while we're at it." After all, the original Chebacco had been designed nearly two decades ago. Thus, with the usual other commitments running parallel, the design stretched out interminably, a general problem for too long, as impatient clients would attest to.

There have been reports that many (not all, it seems) Chebaccos carry too much weather helm, too much being defined as needing to hold the tiller appreciably off the centerline of the boat. Ideally there should be pressure on the centered tiller which will spring to leeward if released. We see one here often sailing with her mizzen furled. So we took this chance to move the mast forward some 16" without changing her rig geometry.





Stock original Chebaccos would need to slot the deck ahead of the original pointed cabin trunk to achieve the same effect, perfectly doable with some forethought.

Since putting up the mast as originally designed requires good strength and calm weather, we arranged an open standing room the length of the raised deck so that the mast can be run into its keel step almost horizontally, and walked upright and locked while one remains waist deep in the boat for the whole lift. There is a modest stainless bar stock weldment cum turnbuckle mastlock assembly under deck right abait the mast, easily hooked together and then tightened as required. This mast lock cannot jam.

Over this 2' wide deck opening there's a 8'6" solid hatch hinged to starboard with a separate sliding hatch at each end, integrated so that the whole thing does not have to be opened to go below or handle an anchor. A solid filler piece ahead of this hatch assembly and abaft the mast serves as a preliminary lock for the mast before you hook and tighten the lock below the deck and it keeps the rain out, on the latter issue also notice the mast skirt.

Under the forward hatch and ahead of a bulkhead we left a "wet space" so that handling anchors won't get the mattresses wet. We'd keep ground tackle and lines there, hung up against the insides of her topsides. Next aft are settee berths port and starboard with sitting up headroom and space to lean back under the raised deck. Panels in the berth tops give access to shallow stowage for such as canned food. And just abaft the cabin bulkhead, under the cockpit seats on each side, are very well-protected personal storage spaces of about five cubic feet of useful volume. They are reached from the heads of the berths through 8"x20" openings in the bulkhead and their internal division with small bins, duffels, shelving, etc. is up to you.

Maximum headroom under the companionway hatch is around 4'4", with sitting height on the 6'6" long berths about 38" under a smooth ceiling. Between her side deadlights and her bulkhead deadlights, sitting below offers a reasonable view out sideways and aft, particularly comforting during a patch of bad weather or just bad bugs. The two low profile air scoops abaft the main mast should work fine in conjunction with the screened louvers in the upper of her companionway's two dropboards. But we'd carry a minimal frame large opening flyscreen insert to place in lieu of that upper panel when heat and bugs get too much for comfort below. For a night her battery would readily feed two personal fans over each bunk.

To achieve the smooth ceiling below, you'll notice that the deck beams are oriented fore and aft and located outside above the deck, where they also serve as grab rails when at a float. And with that hatch assembly folding to starboard, we'd mount a large photovoltaic panel on her port side to feed her battery. With proper spacing and care the starboard side deck could obviously carry a second such panel as well, particularly if you find that the boat likes a second battery as trim ballast located in the wet space forward.

Back below, at the after end of the cabin to port of the centerboard trunk is a "don't look down" toilet atop an integral 20+ gallon holding tank that extends aft under the cockpit sole. The tank top is at a comfortable height to sit facing forward and somewhat diagonally to

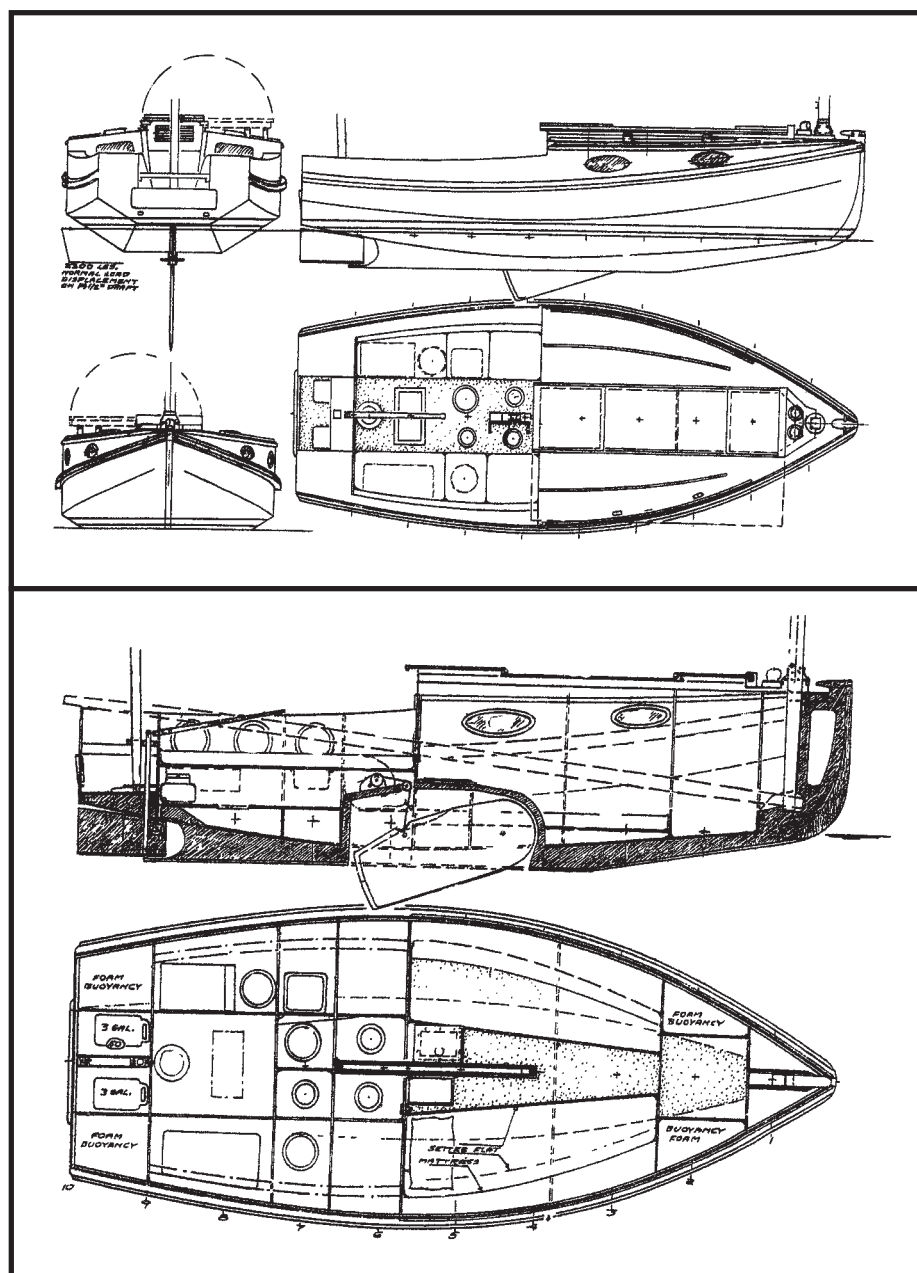
starboard, with the top of the head out the companionway hatch and with your right leg to starboard of the centerboard trunk for solid balance. Apart from marina pump-outs once every blue moon when taking a long hot shower is called for anyway, we'd mount a fancy macerating pump to shoot the mess into the centerboard trunk, put the board down first! When not in use the toilet top can be covered and used as a modest night table.

On the other side of that tank, i.e., to starboard of the centerboard trunk, her Sched. 27 115ah battery sits under a cover and forms a step to help bridge the 27" deep drop between companionway edge and cabin sole when entering the cabin.

Abaft the cabin bulkhead, completely buried under the cockpit sole on the starboard side of the centerboard trunk is an integral 23+ gallons fresh water tank. The water is located to be useful ballast (it can be assumed that as the fresh water tank is emptied, the holding tank will fill, so the ballast is not diminished). Both the holding tank and the water tank have

screw-in access plates in the cockpit sole for an occasional cleaning out.

With her lengthened cabin, we extended the cockpit aft to retain sleeping length settees so that occasionally four people can sleep aboard her for a night, we'd keep a screened boom tent handy. Consequently there is also good surface area over the seats and stowage volume below them to arrange the galley in the cockpit. Stove and sink are on the port side under flush panels in the cockpit seats. The propane stove is aft with a 10-gal. cylinder on centerline under the tiller. On the starboard side, also under a flush panel in the seat, is a well-insulated ice box. Access to watertight stowage spaces behind the cockpit seat backs, under the seats, and under the cockpit sole is provided by nine 10" deck plates and one 9"x19" rectangular hatch, leaving no inaccessible spaces in the boat except the foamed volumes that supplement the natural buoyancy of the wood structure, high at the four corners of the boat. This much well-organized stowage



volume should help keep her shipshape throughout her cruise.

The centerboard was given a 100lb. steel core, completely encapsulated in the epoxy plywood board to preclude rust, and a reel winch to raise and lower it. Recently we've been trying on a case-by-case basis to eliminate the need to pour lead for ballasting purposes. Like the buoyancy of the raised deck, the weight of this board improves her ability to handle heavy weather.

We are showing the option of a self-draining cockpit with one 1" drain just ahead of the rudder stock and a hole on either side of the centerboard trunk just at the cabin bulkhead. Since we've added structural and variable weight to the design, her waterline is assumed to be about 1-1/2" higher. Floating that much deeper we have only about 3"-4" of freeboard to the cockpit sole level. Since it is watertight and well compartmented below, there is not much risk from water slopping occasionally in and out again, all assuming the O-rings in the screw plates and the rectangular hatch can handle an occasional dip. But it is a matter of personal judgement and preference whether you have them open always or just on select occasions. Since she is not prone to take and accumulate green water into that footwell, of most concern is rain water and spray. Depending on your boat's weight, you may want them open at an ex-

posed blustery mooring where her cockpit tent would suffer soon, leave them open when daysailing light, or only open them intermittently by pulling rubber plugs when absolutely necessary while cruising in heavier weather and rain.

Her outboard should be somewhere between 4hp and 8hp, with 5hp and up four-stroke units being available with modest alternator capability of at least 3amps. From what we hear, a two-stroke 4hp will drive her adequately in reasonably protected conditions, while more oomph seems sensible if you frequent open anchorages and do coastal or large lake sailing. Her self-draining slopwell is shown with two 3-gal. portable tanks for crude and easy gauging of relative fuel consumption.

Overall we did a lot of rethinking of details of the construction and assembly, resulting in a 15-page, 9,500-word key and, we think, faster assembly of a better boat, at least if you have cruising in mind. While her keel structure seems a more coherent and stronger proposal now that should save time assembling, the added features and thus gained utility as a well-found trailer cruiser will, of course, add building time. But the multiple smaller detail assemblies can be finished after she's left the shop, should that space be only for a limited time. Also, consider building ahead of the actual hull assembly many

of the components such as frames, bulkheads, centerboard, rudder, sliding hatches, spars, etc., using a spare bedroom or the basement which otherwise could not be used for hull assembly. Having a partial kit sitting ready for integration into the hull assembly sequence will have taught you good work habits, and will keep the hull construction and project completion much more within reach.

The revised design has the same hull shape, but it has so many changes that it will be sold as a separate set of plans, although still under #540, but with the RD label added. The original Chebacco plans will remain available, including the round side and the deckhouse cruiser option, for \$250 to build one boat.

The new raised deck cruising version #540 RD, on seven sheets of drawings with the key mentioned, is available for \$200 to build one boat, sent priority mail, rolled in a tube, from Phil Bolger & Friends, P.O. Box 1209, Gloucester, MA 01930.

P.S. Those with hardy nerves can contemplate converting their original Chebacco to some or all of the new layout and rig geometry. We'd certainly move the mainmast, and cut that new deck slot ahead of the trunk for an easy adjustment of her balance, the mizzen should add some drive on most points of sail.

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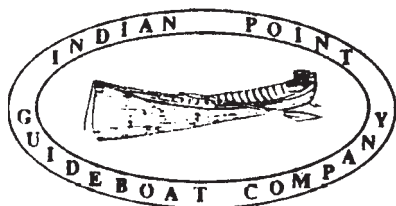
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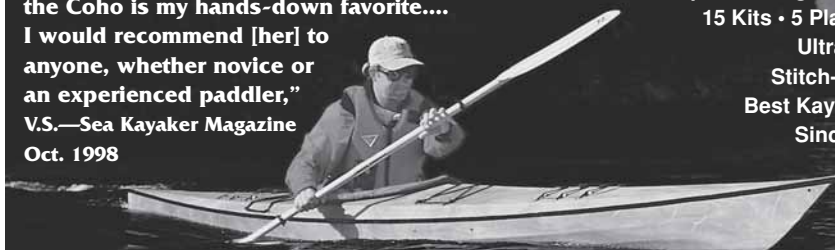
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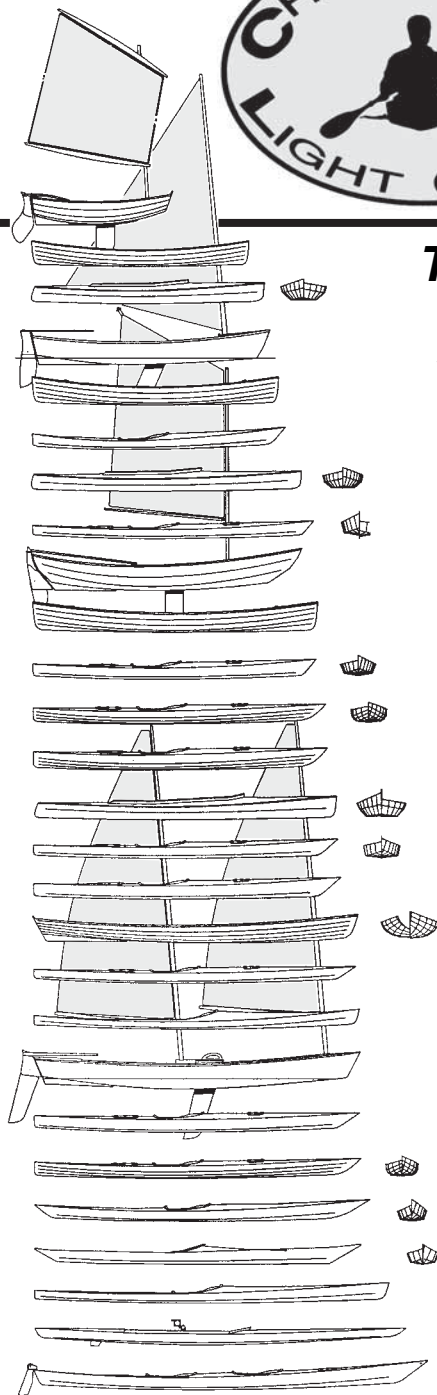
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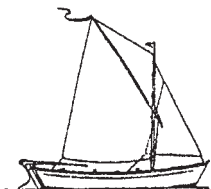
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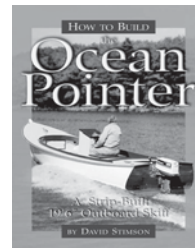
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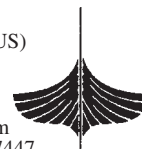


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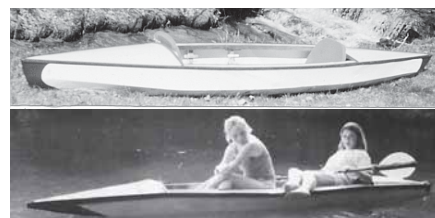


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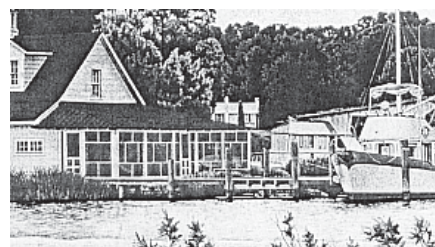
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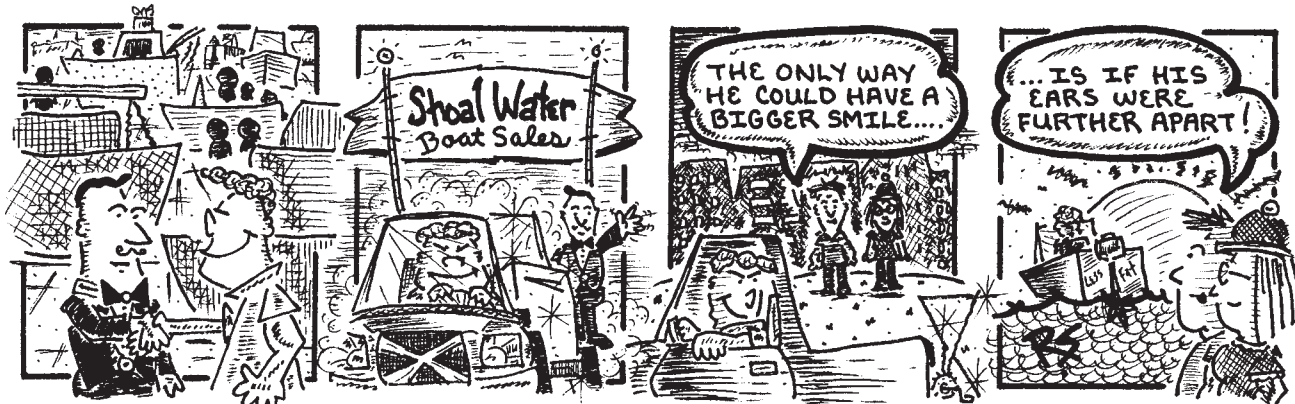
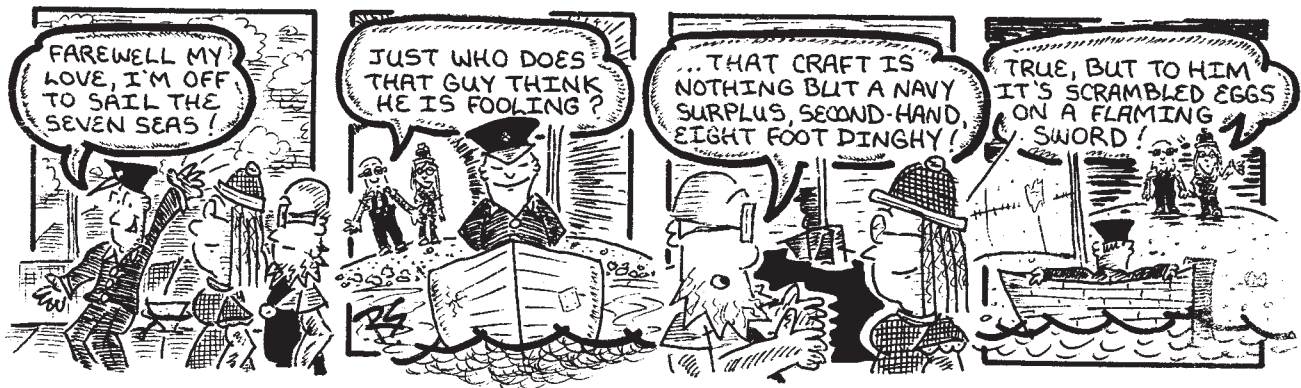




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